

HUDDERSFIELD
CANAL
SOCIETY

PENNINE LINK

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FREE to Members

25p

Chairman & Uppermill Project	David Sumner	54 High Lea Road, New Mills, Stockport, Ches. SK12 3DP Tel: Whaley Bridge 4611
Vice-Chairman & Marsden-Slaithwaite Project, Tunnel End Cottages	Trevor Ellis	20 Batley Ave, Marsh, Huddersfield, W.Yorks HD1 4NA. Tel: Hudds 34666
General Secretary	Robert Dewey	38 Paris Rd, Scholes, Huddersfield, W.Yorks HD7 1UA. Holmfirth 685022
Treasurer	Mrs Susan Bradbury	Shaw Clough, Pinfold Lane, Scammonden, Huddersfield. Tel: 0484 842823
Sales Officer	Jean Buckley	37 Edward St, Oldham, Lancs. OL9 7QT. Tel: 061-624 4881
Publicity Officer	David Wakefield	60 Stile Common Road, Newsome, Huddersfield, W.Yorks. Hudds 510781
Editor	Sue Gibson	14 Simmondley New Rd, Glossop, Derbys. SK13 9LP. 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, Huddersfield, W.Yorks HD7 3DL. Tel: Hudds 850575
Projects Officer	Keith Gibson	3 Partington Court, Glossop, Derbyshire. Tel: Glossop 3051

non-council posts

Company Secretary	John Fryer	2 Popley Drive, Meltham, Huddersfield, W.Yorks. HD7 3LU.
Membership Secretary	Mrs Val Dewey	38 Paris Rd, Scholes, Huddersfield, W.Yorks HD7 1UA. Holmfirth 685022
West Side Chairman	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancs. Tel: Chorley 65786
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Sheffield Branch	Joyce & Phil Calverley	25 Wulfric Rd, Eckington, Sheffield, S.Yorks S31 9GE. Chesterfield 432140
Press Cuttings	Neil Frazer	84 Bloomfield Road, Marsh, Huddersfield, W.Yorks HD1 4QD.
Stamp Officer	Brian Grant	Elland WMC, Roseberry St, Elland, W.Yorks.

Cover photo: Restored lock and new gates at Warehouse Hill, Marsden.
Photo: Robert Carter.

Ten years after the formation of the Huddersfield Canal Society and forty years after the Act 'abandoning' the Huddersfield Narrow Canal we succeeded on October 18th in getting all interested parties to visit and discuss the restoration of the Huddersfield Narrow. The following is the address I gave the meeting after an introduction by Mr Bob Cotton, Director of Leisure B.W.B. Mr Jim Saunders, Regional Associate, W. S. Atkins & Partners then followed. Between the three of us we agreed the case for a co-ordinated approach to restoration and how a Cost-Benefit analysis would help unlock the funds necessary to restore the Canal and provide an engineering appraisal.

"Thank you all for attending our presentation of our joint study on the Huddersfield Narrow Canal. First thank you to G.M.C. for providing our transport, to the Tame Valley Wardens for coffee and to B.W.B. for providing lunch, to Ian Preston and his M.S.C. team.

I shall present the Society's case for a co-ordinated approach to restoration. We wish to see full restoration to through navigation. This will produce jobs, income and more jobs.

H.C.S. History: 1974-1980. History of Public Relations and festivals e.g. 20,000 over a weekend. 1981-1984: Physical restoration began with Uppermill — support from Local Authority, Saddleworth Parish Council, B.W.B. — David Pyrah has stuck his neck out, said yes and we now provide 2 full-time jobs, carry 500 people per week since June — and improved environment and contributory monies towards further restoration. The boat nicely links museums and visitor centre. People constantly ask us when are we going through to Wool Road. We have a plan.

Who has helped us? I have already mentioned help from the public author-

ities. Private enterprise has also contributed. Helped buy plant and equipment, helped buy lock gates, helped to provide a trip boat — on a commercial basis. It is the private sector that will probably gain most from public investment but we believe — and our jobs report is an attempt to prove this — many many jobs will result with an added bonus — an improved environment for the Colne and Tame Valleys.

Eighteen months ago we produced a report and presented it via a B.W.B. chaired meeting in Leeds. We suggested restoring all or part of the Huddersfield Narrow from Marsden to Slaithwaite. Kirklees and W.Y.M.C.C. agreed to the whole proposal. You have seen today the plan and how with modest funding by local authorities many jobs can be created and a new amenity created. The Upper Colne Valley is coming alive again.

Twelve months ago Greater Manchester Council pledged support for restoring the Canal to Stalybridge after an I.W.A. funded report suggested a volunteer based scheme. We believe that bringing the canal back to Stalybridge can be quickly achieved. Boats may then actually stop and the crews spend money in Tameside instead of rushing to escape into the Country. Spend money — create jobs.

The Society support the Tameside Canals' Development Association on the Lower Peak Forest Canal. We have created 77 jobs and with B.W.B.'s support recreated a footpath out of a quagmire. When this three mile stretch is complete where do we go? The Huddersfield! Councillor Frank Ruffley must be a proud man — 77 jobs including jobs for the mentally & physically disabled and a better environment.

Standedge Tunnel. Our brief for the cost benefit study hints at more tourist

potential for a proper Tunnel package. Dudley Council and West Midlands Council have backed a new canal tunnel albeit 60 metres long to improve the tourist potential. 70,000 not 50,000 visitors a year now trip the Canal and tunnel. This could be Standedge. Benefits and jobs for both sides of the hill.

So there are many many schemes all united by one feature, a unique waterway, the Huddersfield Narrow. But we are not yet united in our purpose. Let's get together — brainstorm ideas, form a steering committee and let's all discuss creating jobs, income, a sound environment and restore part of our national heritage.

I ask you all to join together and form a steering committee — B.W.B. will be pleased to chair it. We have spent over 6 months talking with and learning from W & S Atkins and Partners our co-authors of this brief. The Huddersfield Canal Society with its 1,000 members supports full restoration and believes that we can prove the viability of full restoration by a cost benefit study — more about this from Jim Saunders. First I address B.W.B. Can we have a new informal waterway classification — a restorable waterway? Then when all the riparian authorities and other interested parties come together you will respond with a positive support. Your regional offices have given tremendous support, encouragement, advice and even castigation when necessary. Our society asks B.W.B. to recognise that the Huddersfield Narrow is a restorable waterway.

Second I address the five councils here today. Let's form a steering committee to discuss how to restore this national asset. A co-ordinated approach backed up by a Cost Benefit Study should unlock the funds necessary for restoration. I propose a committee is formed and meets under the chairmanship of B.W.B.

Thank You''

You can now see below B.W.B. notes taken at the meeting. Success will be measured by the speed of restoration. We showed the way at Uppermill. A co-ordinated approach to further restoration will finally achieve through navigation. Shall we see it in 1994, ten years after this first important meeting?

B.W.B. Notes of Meeting

Introduction by Mr R.H.J. Cotton, Director of Leisure, British Waterways Board.

Mr Cotton welcomed all those present. He outlined the history of the Huddersfield Narrow Canal. He commented that attitudes had changed markedly since the time when locks were cascaded or infilled for safety reasons and sections of the canal piped or built upon, as at Stalybridge.

The Board were, he said, limited by the Transport Act 1968 on what they can spend on Remainder Waterways and therefore, local authorities and other bodies have provided financial assistance, for example, on the Ashton and lower Peak Forest to enable full restoration to Cruising Waterway standard. The Board generally welcomed the involvement of local authorities and voluntary organisations in restoration schemes. It was noted that work was already in progress on the Huddersfield Narrow Canal under M.S.C. sponsored schemes.

Mr Cotton also mentioned that a Montgomery Canal Economic Benefit Study had been produced and that it was apparent that increasing numbers of boaters was the key to increased tourism. There were at present he said approximately 25,000 boats on the Board's waterways, including about 100 trip or restaurant boats.

This was followed by 2 presentations, the first by D. M. Sumner, Chairman of Huddersfield Canal Society and the second from Jim Saunders of W. S. Atkins & Partners.

Discussions from the floor

Councillor G. Pratt from West Yorkshire County Council said that his Council were committed to full restoration of the canal and paid tribute to the efforts of the Canal Society. He agreed with the formation of a Steering Committee but considered a cost benefit study would identify such high costs that this might be counter-productive at this stage.

Councillor Pettet of Tameside Metropolitan Borough Council said that there was a major obstacle at Stalybridge where the canal had been infilled. It had been estimated the removal of this would cost £5-£6 million and he said his Council did not have the necessary financial resources to tackle the problem.

Mr Cotton said that the cost of the initial Montgomery Study was about £40,000 and he thought the cost of a Huddersfield Narrow Canal Study would be less than £50,000, excluding the cost of a study of Standedge Tunnel. The Study would form a vital part of any campaign to tap financial support from Central Government and the E.E.C.

Dr. Bell from W. A. Atkins and Partners said that unless there was a restoration of the whole canal there would be very few economic benefits gained from the several short lengths open to navigation and that the Study would demonstrate the overall benefits in relation to costs.

Councillor G. Butterworth of Greater Manchester Council said that his Council supported full restoration and that a Steering Committee should be formed to consider the Study, which he also supported. Councillor Scott of Greater Manchester Council said that there were considerable sums available from the European Regional Development Fund which should be pursued. He said his Council had resolved to support full restoration over a 10-15 years period on an assumption of restoration costs of £9.5m. His Council, he continued,

would welcome an engineering survey of Standedge Tunnel as well as the Cost Benefit Study. He agreed that a Steering Committee should be formed and he stressed that the membership of the Committee should include members as well as officers of local authorities.

Mr K. Goodwin, Chairman of the Inland Waterways Association and Vice-Chairman of the Montgomery Canal Restoration Trust said that without the Montgomery Canal Study the overall concept of restoration could not go forward. He also said the Inland Waterways Association supported the proposal to carry out a cost benefit analysis on the Huddersfield Narrow Canal and would wish to make a contribution.

Councillor J. Sully of West Yorkshire County Council said that he was not in favour of a Cost Benefit Study being carried out, which he considered would hold up continued restoration works. He noted in reviewing restoration progress in Yorkshire that Kirklees Metropolitan Borough Council had received £30,000 from his Council for work on the locks at Marsden. He said that the costs of dealing with Wakefield Road Bridge, Huddersfield, was estimated to be £135,000. Further works at Slaithwaite and in Huddersfield were also required before through navigation in Yorkshire was possible. He mentioned that a Survey of Standedge Tunnel should be carried out and that his Council would be prepared to contribute £30,000 towards this and that the British Waterways Board and Greater Manchester Council should also contribute a similar sum.

Councillor Scott of Greater Manchester Council said that his Council did have the finance to assist with an engineering study of Standedge Tunnel and that this matter would have to be discussed at a later date. He also said that a Cost Benefit Study would be helpful and that his Council had the funds to pay for this.

Mr Cotton noted, in conclusion, that some Councils were for and some against a Cost Benefit Study. He considered that the Study would not hold up restoration. He asked local authorities to respond to the Board's Assistant Secretary, Mr John Gardiner within the next month whether or not they were prepared to contribute towards the proposed Cost Benefit Study. He suggested that a Steering Committee should be formed including representation from all the local authorities concerned, at both officer and member level and that once local authorities had responded to Mr Gardiner this would be progressed.

Address by Mr Jim Saunders, Regional Associate, W. S. Atkins and Partners.
Gentlemen,

Briefly, our part in the efforts leading to today's presentation came about when, some 6 months ago, W. S. Atkins and Partners were invited by the Society to look at the current situation of the Huddersfield Narrow Canal and advise whether, in the light of our recent experience with the Montgomery Canal, we could help with their aim of total restoration.

We made a quick appraisal and found a thriving, business-like society of enthusiasts dedicated to restoration, local councils bordering the length of the canal, all interested and some already committed to M.S.C. schemes to restore sections.

We found B.W.B. interested and helpful within the limits which are statutorily prescribed for a remainder waterway.

We saw each council considering the section of canal within its own boundary, and basically that the schemes completed, in hand and contemplated, seem to be generated more with a view to providing jobs in these times of high unemployment, with, perhaps, a secondary justification of improvement to the local environment.

What we could not see is an integrated long-term aim by the various bodies of total restoration of the canal.

In our view, the existing methods are excellent in their aims and execution, but eventually they will leave a series of restored lengths severed by sections where major engineering problems exist. It seems to us highly unlikely that the major capital cost and statutory procedures needed to remove these obstacles will either now, or in the foreseeable future, become available unless expenditure can be justified by benefits in terms of sound economics, acceptable to the region as a whole, coupled with improvement to the local environment and the quality of life for all in the region.

Since the canal infrastructure is in public ownership you can not reasonably expect the private sector to invest in these capital costs. It is difficult to see any possibility for a return on their investment. We believe that these capital costs have to be met by the public sector. Once this is done, and restoration completed, private sector investment will follow in many tourism and leisure associated outlets. This in turn increases the benefits and generates employment opportunities.

We feel that the vehicle which can provide the justification for the investment of public monies — from whatever source — is the cost benefit analysis carried out to the Treasury's published guidelines.

A successful study can give access to grant aid from various sources, in addition to establishing a sound basis for contributions from local government sources.

A study, however, must take in the whole project.

This is where individual councils are at a disadvantage. Their sphere of influence is necessarily confined to their individual

boundaries.

The owners of the canal, B.W.B., who do span these boundaries, are unlikely to have the capital available on their own to change the status of and restore the canal. They too have to justify their expenditure and many of the benefits which could be generated by a restored canal accrue to the local environment and communities, not to B.W.B.

If, however, a joint assault on the problem by all of the parties concerned can be made, with costs and benefits being shared proportionally, then we feel that there is a reasonable chance of unlocking the funds needed for total restoration to the benefit of all interested parties. The cost benefit study is the tool to use.

What is involved in the study?

It is necessary on the one side to assess the works required and therefore the costs of restoration, where major works are necessary such as at infilled canal lengths, dropped highway bridges etc. A feasible engineering solution has to be worked out as a basis for the costing.

Due allowance can be made for the possibility of the works providing employment, through both M.S.C. schemes and contracts. On the other side, these costs are then offset by the benefits which the restored canal can be expected to generate. Here I only intend to say a few words.

The financial appraisal is the province of my colleague Dr John Bell who will be happy to answer any queries.

A principal financial benefit comes from licence revenues from boats, hire boats for both short and long-term touring, trip boats and private boats. This activity brings with it the support service of marinas, hire bases, chandleries etc. The additional tourist and leisure activity gives rise to local opportunities all along the canal, for shops, restaurants, cafes, pubs etc. There can be a general uplifting

of the whole environment and a number of job opportunities created.

There can be an interaction with other attractions in the vicinity of the canal to the advantage of both in terms of revenue and jobs.

A restored cruising canal requires a greater level of maintenance above a remainder canal and again this implies job creation.

The study assesses all of these factors, and uses approved economic multipliers to evaluate them in financial terms.

The flow of expenditure on restoration is then set down in a timescale against the income generated from benefits and the purpose is to show a positive return on investment in regional economic terms.

From our experience on the Montgomery Canal Study we have made comparisons with the Huddersfield Narrow and this leads us to believe a study would show a positive result.

The first steps are in our view to adopt a resolution to form a Joint Steering Committee to pursue the aim of total restoration, with the committee's first action being the commissioning of a full Cost Benefit Analysis.

pennine link

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Advance notice of the Annual General Meeting

The Fifth Annual General Meeting of the Huddersfield Canal Society Ltd. will be held on Friday, April 26th, 1985, commencing at 8.00 p.m. at Marsden, Huddersfield.

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

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

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

Dungebooth Lock Print

PICTURE PROGRESS REPORT
About 40 left but still going steadily.

Clifford Bucknall at the Diggle Hotel has sold 35 to date. Great effort! Digglers seem to be able to drink beer with both arms up their backs!

Ken Wright

Boats Report

Almost before I have finished one account for Pennine Link our never-tiring Editor is hammering on the door for the next one. So here it is again.

The normally accepted boating season has come to an end. This is a pity, for boating can be very enjoyable on a winter's day — if the ice is not too thick to stop the boat moving!

Harold Nield has had to go into hospital but is now back home, I am sure we all wish him a speedy recovery. His illness of course curtailed the running of Benjamin Outram during the week — but bookings were beginning to drop off anyway, and the one or two bookings we have had, we've managed to cover with volunteers. Sunday runnings are continuing but at a reduced level. It has been decided by HCS council to let Harold Nield run Benji at weekends from January as he is on the spot and can assess the day-by-day demand and even the hour-by-hour demand, depending on the weather. Stan is moored at Tunnel End awaiting a decision as to her next venue.

No.2 has been moved to John Morton's residence. He has gallantly offered to have a go at fitting a deck and superstructure.

A possible trip boat at Marsden is still under consideration. You know how everything about Benji had to be kept secret until it was finalised, so bear with me please for a few months.

John Maynard

(who is Al?)

(1) Bates

Bates' applications have been considered by the planning committee who have deferred making decisions to seek amended plans to show the canal culvert Kirklees are trying to get levels of the site and the canal to determine the best, new water level. More news as the months go by!

(2) Sellers

Sellers own the section of canal from lock 3E Chapel Hill, Huddersfield, west for a distance of about 200 yards. They already have the whole of the length in their ownership filled-in, with a steel-framed building.

They have now dropped a bombshell (metaphorical!) by seeking permission to extend a building leaving inadequate space for the canal.

On the bright side, their architects did send us a copy of the plans however we

have work to do to select the preferred line, and integrate with Seller's proposals.

In the bad old days this would have been a case for a mass lobby of councillors, now I feel (I hope) that we can register a solution. Remember, we've got to this position by the loyal/devoted support of you the members over the years, (take a pat on the back!)

If, or should it be when, these two obstructions are overcome the terrible Huddersfield blockage which brought so much criticism in the early days will have been 90% solved. We are left with Wakefield Road bridge (which it is hinted that West Yorkshire M.C.C. are actively pushing for in their 1985/6 budget) cost £135,000 ("is that all" says Kirklees Planning Officer) and Haigh's short culvert which is probably an M.S.C. type job.

Come on your west-side Councils, we're going to have boats to Standedge first from Yorkshire!

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With restoration now underway at Marsden, following the success at other venues, including Tunnel End and Upper-mill, attention must now be focused on the canal through the Tame Valley.

All the local authorities are expressing interest in a co-ordinating committee to look at the work of restoration, also plans are in hand for further restoration projects in 1985.

The time is now right to give everyone the opportunity to examine at first hand the many problems involved in restoring the canal to full navigation.

With this aim in view to raise some funds, a Sponsored Walk "Tame Valley Toepath" will take place on Sunday the 21st April 1985.


"T.T. 85" will be a 20km walk, similar to the annual "Toepath" in the Colne Valley and will be over the section of

canal from Ashton to Mossley. Walkers will encounter many features of the canal including the unique Stalybridge aqueduct and Scout Tunnel. The walk will traverse the infilled section through Stalybridge, depicting the work required to re-open the canal in this area.

How about a Spring Stroll along the canal to lose the winter blues plus raise funds for restoration.

Join "T.T.85" on Sunday 21st April 1985. Sponsorship forms will be sent out with the next Pennine Link. If you would like a sponsorship form earlier than that or would like more details, please phone one of the "T.T.85" committee. They are:

BILL BROOKS	0706 843044
LAURENCE SULLIVAN	061-303 7785
JEAN BUCKLEY	061-624 4881
JACK CARR	Chorley 65786



**SUNDAY
APRIL 21
1985**

**MARSDEN—SLAITHWAITE
PROGRESS**

Lock 42E

Chamber cleared of infill. South wall being rebuilt in mass concrete faced with stone (almost finished). Lower gate recess under construction in blue brick. Seems likely chamber will be restored by Christmas.

Lock 41E

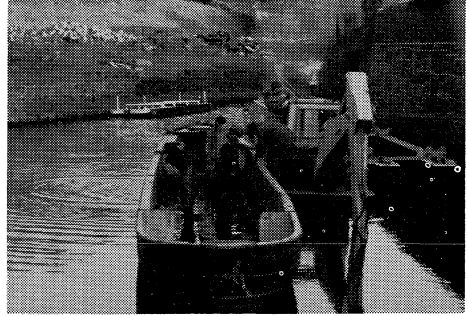
Chamber cleared of infill material.

Lock 40E

Chamber cleared of infill material.

Lock 39E

This lock had not been filled in after the canal was abandoned. Instead the lock chamber was covered by a concrete cap which had been broken up and removed. The walls have been re-pointed, and the top gate was hung on 4th December. The first working gate on the east side of the canal for many years. Bob Dewey tested it. The gate swings beautifully! Bottom gates should be in place before you read this. The first restored lock on the east, the third on the canal 3½ years after restoration began. The speed of restoration now is such that we can't say how many locks are likely to be restored in the next 3½ years! At least 20.



*BWB dredger "Fox" and mud hopper at Marsden.
Photo: K. Gibson*

Lock 38E

Chamber cleared of infill material.

Lock 37E

Chamber cleared of infill material.

Lock 36E

Earth cleared from concrete cap, concrete broken ready for reinforcing to be cut, then concrete lifted.

Lock 35E

By wash cleared.

The pounds between Locks 42E and 36E have all been dredged by using a Priestman "Mustang" excavator or by hand. The Waterways Board dredger "Fox" is working in the top pound.

Bob Dewey & Keith Gibson





Mike and Sarah Lucas being presented with a cheque for £10,000 by Cnty Clr. John Sully (right) and fellow West Yorkshire Cnty Clr. Bob Mitchell. Photo by kind permission of the Huddersfield Examiner.

Canal enthusiast County Clr. John Sully, chairman of West Yorkshire County Council, did a little waterways crystal-ball gazing when he presented a welcome £10,000 to Mike and Sarah Lucas, to help the fight to keep the live theatre of Mikron afloat.

It was fitting that the cheque, which will be used by Mike and Sarah to engage a fund-raiser to offset the Arts Council's hard-hearted attitude in refusing grant-aid, should be handed over outside the Lucas's home on the Narrow Canal at Marsden.

For the event coincided with the fitting of the first lock gate on the eastern side of the Pennines — a point made by Clr. Sully who looked forward to reconnection of the narrow with the waterways network.

County Clr. Sully, ever the optimist added "I suggest we shall have the Rochdale canal completely restored in West Yorkshire by 1986, the Huddersfield Narrow by 1988 and then we can start on the major works on the Barnsley Canal to help to create a Yorkshire "ring" in the east of the county".

In addition to the cash there was also a pat on the back for the Lucas's, who, said Clr. Sully, had been treated disgracefully by the short-sighted Arts Council.

He told Mike and Sarah "You did, a year or two ago, take a play around the country pleading the case for the Huddersfield Narrow and I believe that you have helped towards the restoration of the canal".



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HCS members go Dutch

On the last Friday in August Laurence Sullivan and myself waited at Ashton Bus Station for the coach to London to join the Waterways World trip to Holland. We arrived at the rendezvous in London a little late, where we made our way to Sheerness for the overnight ferry to Holland, arriving next morning for a coach trip to Amsterdam.

There were 24 of us in the party, plus the barge crew, covering ages from 16 to 60. Keith Goss the News Editor of Waterways World was a great courier (with a little help from his friends) and lots of fun, which was more than you could say for the food, which was eatable but very basic. Bottle beer on

board was welcome, with many restaurants and bars to be found.

The route took us from Utrecht to Arnhem where the locks were unbelievable, being 600 metres long by 100 metres wide — obviously to allow as many boats as possible to move at once — our boat Jacob 60 foot long by 14 feet wide almost looked like a toy — all this was for a rise of about a metre. From Arnhem we travelled on to Deventer then north to Meppel then back along to Harderwijk. Lunch and evening stops on the way gave us some opportunities to go into the towns, some sightseeing and the odd drink. The all-in price from London was £139.

Alan Pollitt

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 me for details. Please note new address.

Sue Bradbury, Treasurer

Press Date

Articles for inclusion in the March/April issue of Pennine Link must be received NO LATER THAN 1st FEBRUARY.

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Classified Ads

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

Bells keep ringing in my ears!

The response to the appeal has been amazing, I never realised we had so many who enjoyed whisky.

Thanks to Mrs Graham, Derek Holland, Howard Wilson, Mr & Mrs Roper, Mark Blackstone, Mr Garthwaite, Chris Griffiths and many others.

We now have at least three complete sets and now have to register the reward for your labours.

Dear Editor,

I wonder if members know of the bookshop run by the Yorkshire Dales Railway Museum Trust at Emsay Station, nr Skipton (on the **other** canal). Their list includes about 1,000 titles covering Railways, Canals, Mining & Industrial History. Many are the publications of local societies. These rarely get into bookshops.

I have found their services invaluable in my own researches.

Dr. Dennis Chapman

G.M.C. GIVES £10,000 TO HELP RESTORE THE HUDDERSFIELD NARROW

Greater Manchester County Council's Planning Committee have agreed to give Huddersfield Canal Society £10,000 to help pay for the restoration of Lock numbers 31 and 32 West, the top locks of the Diggle flight. Oldham Metropolitan Borough Council owns these locks, which are near to the west portal of Standedge Tunnel, and the surrounding landscaped area.

In the last issue of "Pennine Link" it was reported that Oldham had given permission for our volunteers to restore these locks. G.M.C.'s gift will considerably ease the Society's ability to finance the project.

Subject to details being agreed by Oldham & the British Waterways Board, volunteers should be able to begin to work next spring on excavation of the filled in lock chambers. New lock gates and paddle gear will be ordered from the Kirklees/West Yorkshire M.S.C. workshop at Linthwaite. Some of the £10,000 will be spent on buying machinery to add to our collection of plant.

UPPERMILL INFILLED SECTION

In April 1982 the Society obtained Planning Permission to rebuild the canal in Uppermill between Brownhill Visitor Centre and the winding hole by Wool Road Warehouse. It had been culverted here to allow for the widening of Wool Road. Rebuilding involves digging away the bottom of the highway embankment and the casting of a new concrete channel. This has to be carried out by contractors because no Highway Engineer can be

expected to look kindly on volunteers digging away the embankment which, unless done correctly, could undermine the road.

We have received tenders from several contractors for the project, and had tentative discussions regarding possible sources of grant-aid. We put this scheme to G.M.C. as a potential candidate for financial help at the same time as we requested help with the Diggle Locks project. Stephen Ankers, a Principal Planning Officer at G.M.C. has written to the Society suggesting that the scale of costs is such that we would be unlikely to secure sufficient finance for the scheme to begin quickly. County Councillor Peter Scott, the chairman of Planning at G.M.C., feels that, provided all necessary approvals can be obtained, it may be more appropriate for the County Council to carry out this scheme themselves, rather than make a grant to the Society.

Your Council have accepted that it could take us a considerable time to arrange finance, and have told G.M.C. that we have no objections to them taking over the scheme.

TAMESIDE CANALS DEVELOPMENT ASSOCIATION

There was a long article about the Association in the last issue of "Pennine Link". For those new to the Society, it was formed by Huddersfield Canal Society with the aims of renovating and reconstructing the canals in Tameside. It is chaired by Tameside Councillor Frank Ruffey, and your chairman David

Sumner, and myself are on the Committee.

The Association's Manpower Services Commission Community Programme scheme is now employing 100 people under Unit Manager Steve Whitby on improving the towpath of the Peak Forest Canal. Next year's draft programme has now been discussed. We hope to finish landscape works on the Peak Forest, do further towpath work on the Ashton Canal and begin actual restoration work on the Huddersfield Narrow. The section we have in mind is that between Ashton and Stalybridge. Here the Huddersfield Arm of the Ashton Canal leads from Portland Basin (where it meets the Ashton Canal proper and the Peak Forest Canal) to become the Huddersfield Narrow at Whitelands Road bridge. The canal then continues via three locks and the Stalybridge Aqueduct (over the River Tame) to the infilled length in the centre of Stalybridge.

Nearly two years ago your Society and the Waterway Recovery Group produced a joint report suggesting that this important first section of the Huddersfield Narrow could be restored by M.S.C. labour. G.M.C. were sufficiently impressed to decide that they wished to carry out the project, but in a different manner using contractors and substantial grant-aid from the Government. They also declared their intention of entering into a Maintenance Agreement with the Waterways Board for this length of canal. Discussions have continued since then between the County Council and the Department of the Environment but agreement has not yet been reached to provide the grant-aid required. The Tameside Canals Development Association is, therefore, asking G.M.C. for permission to take over this scheme and for G.M.C. to enter into the Maintenance Agreement as previously agreed.

Initial costings for next year's total programme suggest a cost of more than £400,000, most of which would be met by the M.S.C. This Society has offered the monies raised by the 1984 Ashton Festival and that to be held this year to help meet the shortfall. We are hopeful that the Inland Waterways Association will also provide financial aid. The Association is seeking help from Tameside and Greater Manchester Councils, and is hopeful of receiving aid from the British Waterways Board (who contributed £5,000 to the first year's scheme). The amount requested is relatively small compared to the benefits — not just the environmental benefits of improvement to the canals, but the provision of 100 jobs, the spending power thus generated and the income to local firms from the purchase of materials, fuel and the hire of plant etc.

KIRKLEES/WEST YORKSHIRE M.S.C. COMMUNITY PROGRAMME SCHEME

Work is progressing rapidly in Marsden. The British Waterways Board dredger "Fox" and a mud hopper arrived on 27th November to work in the top pound between Tunnel End & Lock 42 East. Another two boats on the Huddersfield Narrow! The scheme is now employing 48 people under Project Engineer Ian Preston.

The workshops at Linthwaite have begun the production of lock gates. The head gate for Lock 39E was complete and work was beginning on the tailgates when I was last there. In addition to lock restoration and dredging of the pounds various maintenance works to towpath walls and by washes are being undertaken.

Bob Dewey walked the section just before press date. His notes are combined with my earlier (& less detailed) ones elsewhere in this issue.

Keith Gibson



Photo: Yorkshire Post

Ex-matelot Mayor of Kirklees Stanley Dawson showed he has retained his navigator's skills when he took the helm for a short trip of exploration on the Huddersfield Broad Canal.

Clr. Dawson, with Canal Society secretary Bob Dewey officially acting as Instructor (his services were not really needed) to publicise his two official civic charities at the same time on the all-too-brief cruise on the "E. Austen Johnson".

For the boat, commissioned by the Duke of Edinburgh in 1978 and used by candidates, including the physically handicapped, for the Duke's Award Scheme, needs refurbishing — the Mayor has appealed for cash from the public to do this. And, of course, his second worthwhile charity is to back the restoration of the Narrow Canal.

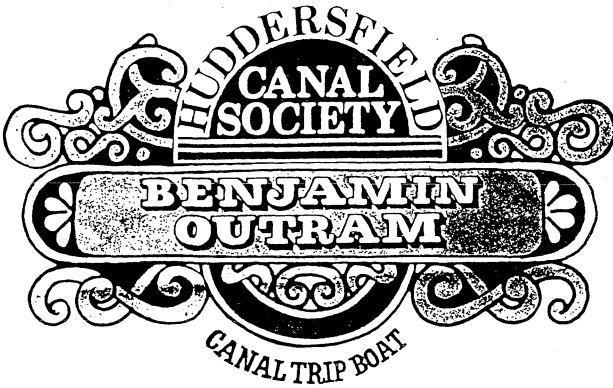
The Mayor, recalling happy family holidays on narrow boats, said his tiller work was a little rusty, but his steering was almost "spot on", the only blemish

being the gentlest of nudges as he negotiated the twisting "S" bend near the Huddersfield Passenger Transport Depot.

Clr. Dawson, confessed that he had never cruised the "Broad" before and Mr Austen Johnson, chairman of the local D. of E. Award Scheme, was at pains to point out that the more scenic stretches came after the boat had to wind.

This was at the locally named "Mer-nagh's Folly" — the Huddersfield rubbish treatment depot where the incinerator chimney points an ugly finger to the sky.

And it seems likely that the Mayor, who obviously enjoyed his re-acquaintance with a tiller, will be discovering a little more of the attractions of the "Broad". For he readily accepted Mr Johnson's invitation to take a longer spell as steerer when the boat is tried out again after a facelift.



**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) champing 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.



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. |

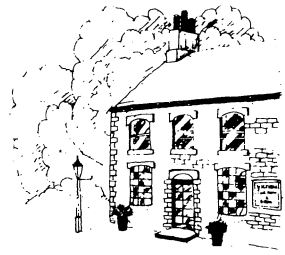
Other attractions include Alexandra Craft Centre, Clough Bottom Nursery, Saddleworth Pool, Pots and Pans and, of course, STANDEDGE TUNNEL.

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

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JOIN NOW

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

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

I/We wish to join the Huddersfield Canal Society.

Name/s

Address

.....

.....

Postcode Telephone:

Occupation

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

MEMBERSHIP RATES

Family Membership £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.



THE DIARY OF A RELUCTANT MARINER

The story so far. Anne & Ken, with children Simon (14), Sarah (9) their friends Simon (14) and Kate (10) and William the Dachshund are starting the third day of their first canal holiday, aboard the good ship "Arkendale" out of Bank Newton. It is a Monday in April 1980.

Day 3. Time: 8.30 (overslept!). Weather: Overcast and rain to start, clearing to bright sun and warm. Destination: Kildwick. No. of locks: 15. No. of swing bridges: 20 odd, lost count again.

Remarks

Off fairly early and still congratulating ourselves on mastering the Bingley 5-rise and the 3-rise (latter on our own).

First drop of rain — only slight — didn't keep us in. Stopped at Shipley — girls and I to get some shopping, didn't stay long. Ken waiting for us, having winded or wound or something further on and now pointing the other way. Stone cleaned warehouses either side — v. impressive except for most windows broken (HE says this is Saltaire and v. famous for philanthropic mill owner called Mr Salt. Some tale!)

Back up two locks and the 3-rise, getting really good at heaving a wet rope 12 feet up, not doing hands much good though — must get some gloves (at this stage in my experience I thought all narrowboats roped up and down locks and had fenders over the side). I am told by HIM that these are WIDE locks — heaven knows what a narrow one must look like!

Lunch at the bottom of the 5-rise waiting for the nice lock-keeper to take us up at 1.00 p.m. — managed it splendidly with Simon at the helm, me 'supervising' (that's a laugh, but also a company rule) — rope taken up by the lock-keeper. As we were the only boat in sight managed

to have a long and interesting talk with him — a really nice chap. Gave us a tip for operating wide locks without ropes — open paddles same side as boat first; water bounces on opposite wall and holds boat against side, gradually open other paddle — what a time saver!

Got to Kildwick late afternoon — brilliant sunshine from the 5-rise — can't believe our luck. Bit hard to moor as banks have been repaired with corrugated iron (no, HE says its trench sheeting or steel sheet piles or something) in a sharp edged row about a yard out from the towpath. More like a mantrap and v. soggy. Nice holes in, though, for the ropes! The gangplank just reached terra firma but what a prospect if one slips off!

Had a look round Kildwick; couldn't get into church but v. old and attractive — walked through churchyard. Moored for the night a little way out of Kildwick — nice secluded spot with trees. Dinner — sausage and spaghetti, remains of bakewell tart — decided not to go out (here comes the home-brew) and stayed on boat, reading. Bed long before 11.00 p.m. — tried to read but couldn't (TIRED!!) — fresh air and hard work must be doing us all good. Have solved the table to bed conversion problem. I dally over teeth-cleaning and HE does it, muttering furiously meanwhile.

Day 4. Time of start: 8.30. Weather — fine and sunny, light breeze. Destination — Skipton and Gargrave. No. of locks — 3. No. of swing bridges — 9.

Remarks

Easy day today — think everybody could do with a bit of ease. Called at Snagill Boats for a pumpout (after only 3 days? Either it wasn't done properly last time or the boys will have to learn to 'go' elsewhere!) Bought souvenirs (and gloves!) — cruised gently to Skipton and moored in the town. Fine and sunny again — too good to be true —

bought the necessaries plus toffee and fudge from the lovely home-made chocolates shop and old fashioned cafe. Ken bought me a new camera — mine broke first day out — decided to have a fish and chip lunch. Real **Yorkshire** fish and chips, can't beat them. Slight argument with Ken; as a red-rosed Lancastrian he obviously disagreed and said that if the canal went near Holland's Pies **he'd** show me what went with chips! Sun v. hot — all changed to T-shirts — Ken fell asleep on cabin top (against company rules) and nearly rolled off as he awoke. Cruised gently on to Gargrave to enjoy the sun, arriving about 3.30, and moored just below locks at the Anchor Inn, the one with the wild animals in the garden. William walked into a tree whilst staring at a wallaby. Looked round the village — lovely old buildings and some excellent conversions — why do villages always appear deserted?

Rang B & G (friends) and told them where we were — dinner — bacon and beans and chocolate cake, not bad, bit stodgy, will have to diet v. well when I get home. Walked to Anchor with child-

ren and had a drink in the garden — cold and windy by now — back to boat. Met B & G at the Anchor and stayed until closing time. Showed them over boat — v. impressed.

Seems so far from home and yet only an hour away by car.

General impressions

The ground paddles (what a silly name) in this part of the world are like huge wooden ship's rudders buried in the ground. HE is told that they are unique to the Leeds and Liverpool and HE hopes that the information is correct! Real hernia-inducers. I want to know why, when they protect the bank with the steel piles, they don't fill in behind them to reduce the hazard. They are so often near bridges where "emergency" leaping about takes place and must have scarred many a shin and ankle. Also they are a very effective paint stripper!

To be continued — will they ever cope with a tunnel? How fast can you travel with a plastic coated propellor? Read the next thrilling instalment!

Hire boat on the Rochdale

SPECIAL OFFER TO HCS MEMBERS

The restoration work on the Rochdale Canal has progressed well in recent months. A 6 mile, 16 lock length of canal is now fully navigable from Hebden Bridge to beyond Todmorden.

In 1985 a narrow boat will be available for hire on this stretch, operated by Shire Cruises of Sowerby Bridge. The 32', 4 berth boat will be bookable in ½ weeks from the end of March onwards.

A special offer of 10% discount off normal prices is being made to Huddersfield Canal Society members. Prices range from £125 to £185 per ½ week according to season and are fully inclusive of diesel, gas, TV, car parking, insurance and VAT.

For full details and a brochure ring Halifax 832712 and mention your membership of the Society to claim the discount on any subsequent booking you may make.

Tunnel End Cottages

The reason why there was no Tunnel End Cottages article in the last Pennine Link is that there was little to say that would not have been out of date before publication. I will try and summarise the developments this time.

Firstly, for the benefit of new members or anyone lacking detailed local knowledge, Tunnel End Cottages are situated at the Marsden end of Standedge Tunnel, and feature in the "standard" photograph of the canal. The Society became involved in 1979, when the buildings were derelict and it seemed possible that demolition could follow. Since that time volunteer labour and a twelve month MSC scheme have created a Canal Centre and a base for the West Yorkshire Countryside Ranger Service. These have been run by volunteers from HCS and the Rangers since the opening in September 1983.

The first of the recent changes is that we have agreed to end regular staffing

by volunteers at weekends. West Yorkshire County Council have allocated permanent staff who can run the centre on six days of the week, which we could not hope to do. As a result, we should be able to reach a much larger public, especially in the summer months. An advantage for HCS is that the arrangement also overcomes the problem of staffing in competition with boats, festivals, working parties etc., at peak times of the year.

The second change planned is that we are to extend our display, hopefully to include more local material, with a section on the tunnel. The space made available in the present sales area will be a big help, along with the adjacent room. Finally, we are hopeful that the long-awaited lease is making progress. I hope to be able to tell you more about this next time.

Trevor Ellis

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Please keep the donations and covenants rolling in. Up to press, we have received just over £1,000 in commercial sponsorship, private donations and covenants and, encouragingly, we have received a grant of £10,000 from West Yorkshire Metropolitan County Council in order to appoint a fund-raiser and fund a sponsorship campaign. This will happen too late to be of much use for our 1985 tour, but we hope it will reap dividends for the following few years. In the meantime, we are actively trying to obtain grants from County Councils, local authorities and Regional Arts Associations but the success of our "Keep Mikron Afloat Appeal Fund" is

vital if we are to tour in 1985 both on the waterways and in the South Pennines. We need a lot more than the £1,000 we have already received. Hopefully, with the help of the funds raised we shall be in a more secure financial position in future years and there will be no need for an Appeal Fund. Let's hope so but, in the meantime, we thank you in advance for your support and hope to see you somewhere along the waterways or in the South Pennines in 1985.

P.S. Whoopee! As I write this, the lockgates are going in outside our house in Marsden.

Mike Lucas

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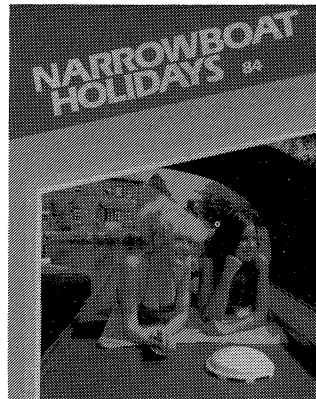
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**'A UNICON MARINE
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Things Astirring in the Mid-South? *by Tim Collier*

October 17th saw a new group emerge on the canal scene, resulting from a meeting called by Andrew Collier, a member of HCS. 11 people attended, and 9 joined there-on what was to become the Leighton Buzzard Canal Society. The idea of such was mooted 1970s, but then the south GU was still a lively canal, although denuded of its long distance working craft 1970, and nothing transpired. Blisworth tunnel closure however saw an enormous difference between 1970s:1980s mind, and the canal even in summer seemed devoid of craft of any type.

Leighton, a central point on the south GU, and foot of the climb 'through the fields' to 'Maffas', seemed the most likely place for such a group, and it now has at last got something we can only hope will grow over the years, although perhaps not quite like HCS! The aims of

the group are largely social at present, and the first event was a ramble along the Wendover Arm (derelict) on Nov. 4th, followed by a slide evening to which 22 people came, raising £7.03p in donations. Included in the aims however, are the fostering of interest in restoration projects not only near, but afar, and occasional working parties may be despatched to other areas. The first will alas not be north, but to the Thames-Severn! The Society also intends to record the extensive past of L/b on the GU, on which little has been recorded in print, and has already gathered much info. To date membership stands at 18 after four weeks, some 27 people in all.

Any HCS members living in the deep south are most welcome to join and membership forms can be obtained from Sec/LBCS, 5b North Street, Leighton Buzzard LU7 7EF (with sae if possible).

Malcolm Saville's Riddle?

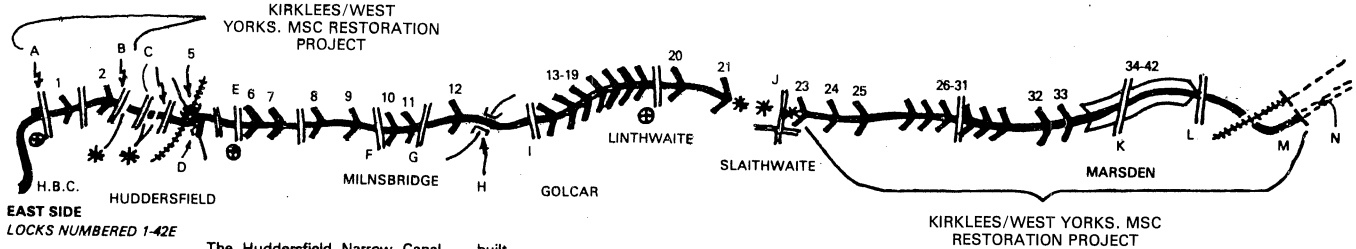
We have in our possession a superb little children's book called the 'Riddle of the Painted Box' by the above; now out of print. It was written about Rolts "Narrow Boat" era and is a tale of two London schoolchildren who apprehend a thief whilst holidaying on a pair of working boats, south GU.

We feel this book, could become a suitable subject for children's TV film, and subsequent reprint with film pictures, along with original line drawings. At the present time we are fostering a **Leighton Buzzard Canal Society**, with largely publicity aims for the south GU. One of the jobs of LBCS may be the fostering of this film and book, and if any HCS members would like to read it, we will send a copy *ON LOAN ONLY*, free to any who will write in with sae. (address above right)

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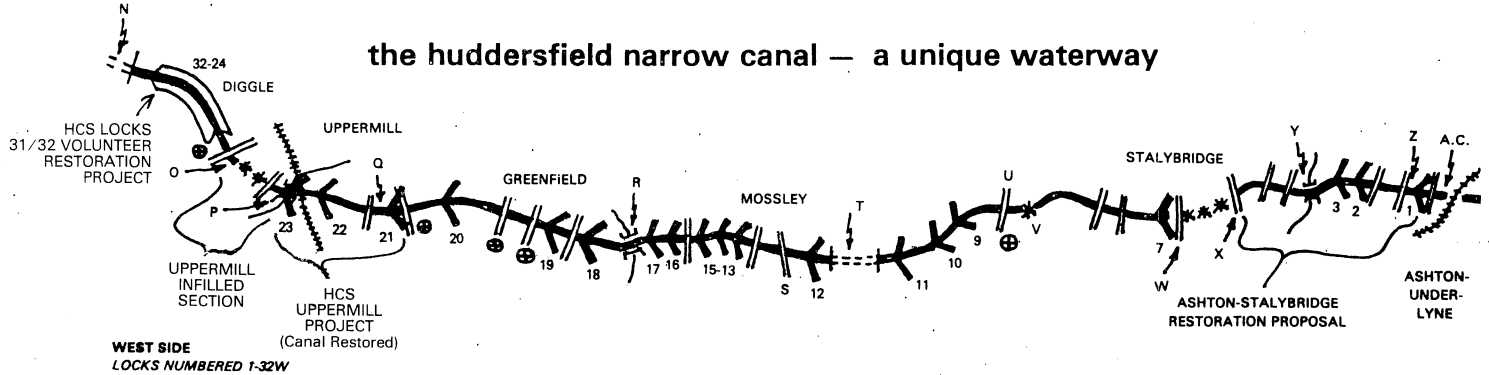
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 7/8 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

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

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

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

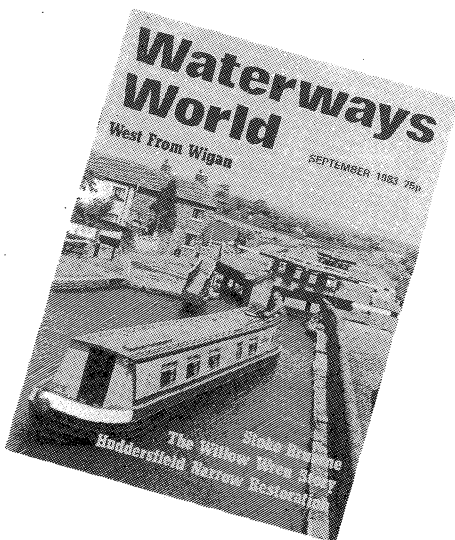
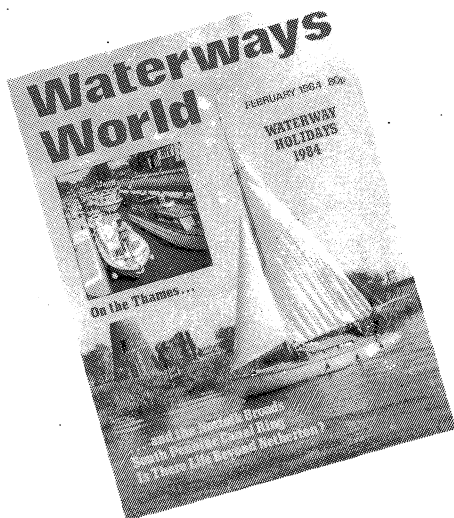
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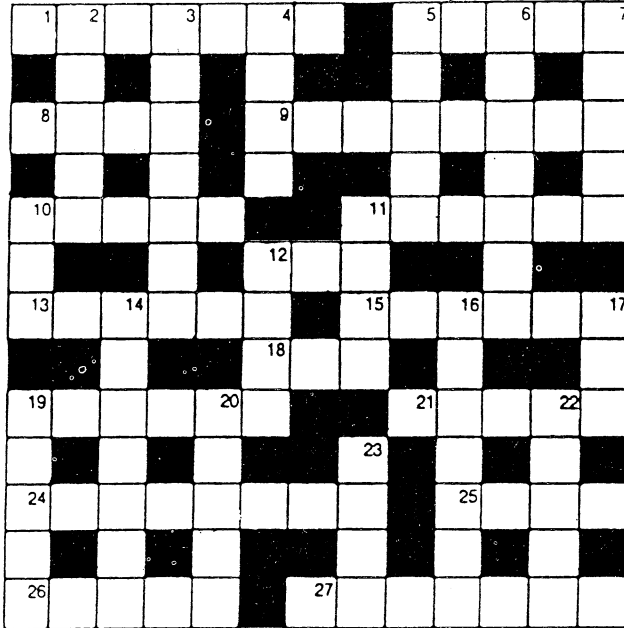


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CLUES ACROSS

- 1 The 'Boatmen' (7)
- 5 Where 1 across would be (5)
- 8 Water carrier may be (4)
- 9 Boat boss-men (8)
- 10 Applaud (5)
- 11 Fancy bits ? (6)
- 12 Boat cargo maybe (3)
- 13 Tormented (6)
- 15 Calls for another at nap (6)
- 18 Buck's mate (3)
- 19 Metal blocks (6)
- 21 Frequent (5)
- 24 Gets ready (8)
- 25 Song bird (4)
- 26 One of the senses (5)
- 27 Stick at it (6)

CLUES DOWN

- 2 Nearly under water (5)
- 3 Where 'they' slave? (7)
- 4 Compass point (4)
- 5 Prank (5)
- 6 Sewing utensils (7)
- 7 Leans over (5)
- 10 Our canal briefly (3)
- 11 Gala (4)
- 12 4 to 1 for example (4)
- 14 Fishers (7)
- 16 Scourge of the locks (7)
- 17 Tanner maybe (3)
- 19 Intake on the grid (8)
- 20 Commerce (5)
- 22 Works for cash (5)
- 23 Could be 'man' (4)

Kindly sent in by Mr James Crosland.

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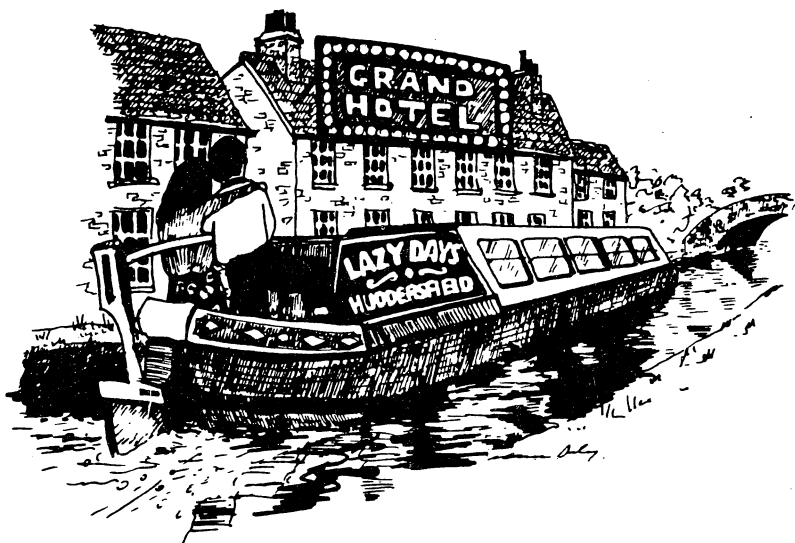
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We are please to welcome the following new members:

- 1283 Miss Angela Hill, [REDACTED]
- 1284 Richard Nall, [REDACTED]
- 1285 Alex and Jeanette Ray, [REDACTED]
- 1286 Simon A. Christopher, [REDACTED]
- 1287 Anthony J. Pierce, [REDACTED]
- 1288 Catherine Shaw, [REDACTED]
- 1289 Mr G. Brown, [REDACTED]
- 1290 Karen Moxon, [REDACTED]
- 1291 Bernard Francis Murray, [REDACTED]
- 1292 Howard Wilson, [REDACTED]
- 1293 Mr & Mrs W. Walsh, [REDACTED]
- 1294 Mr M.G.T. Callaghan, [REDACTED]
- 1295 Mrs Joan Ford, [REDACTED]
- 1296 Catherine Jane Wall, [REDACTED]
- 1297 Martin Roberts, [REDACTED]
- 1298 Mr A.A. St. Quintin, [REDACTED]
- 1299 A.R. Nuttall, [REDACTED]
- 1300 Dr & Mr R. Denning-Kendall, [REDACTED]
- 1301 Helen Paulger, [REDACTED]
- 1302 Rachel Balen & Mike White, [REDACTED]
- 1303 Mr G.M. Bonser, [REDACTED]
- 1304 J. Morgan, [REDACTED]

Val Dewey, Membership Secretary

<div style="text-align: center;"> <p>SELF-ADHESIVE SIGNS · STICKERS · TRANSFERS</p>    </div> <p>Where there's a need for plant equipment, there's a need for Pearlan Decals.</p> <p>Made to your individual requirements — in tough self-adhesive vinyl. Contact us for a quotation stating size, quantity and number of colours.</p> <p>PEARLAN DECALS LTD 18 Hereward Rise, Halesowen, West Midlands. Telephone: 021-560 8116</p> <div style="border: 1px solid black; width: 60px; height: 40px; margin-top: 10px; display: flex; align-items: center; justify-content: center;"> <p style="font-size: 8px; margin: 0;">Equipment Supplied by</p> </div>	<div style="text-align: center;">  <p>J. CROWTHER (ROYTON) LTD</p> <p>MARINE ENGINEERS EDEN WORKS, HONEYWELL LANE, OLDHAM, LANCOS OL8 2JP. Tel: 061-652 4234/5</p> <p>WE DESIGN AND MANUFACTURE PROPELLERS AND STERN GEAR TO CUSTOMERS OWN REQUIREMENTS PROPELLERS MANUFACTURED UP TO 30" DIAMETER AND STERN GEAR UP TO 3"</p> <p>WE HAVE A REPAIR SERVICE FOR PROPELLERS</p> <p>WE OFFER PROMPT SERVICE FOR ALL DEMANDS SMALL OR LARGE</p> </div>
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- 7th Feb. 8.00pm Talk by Mike and Sarah Lucas of Mikron Theatre Co., at the Pack Horse, Slaithwaite, Huddersfield.
- 13th Feb. 8.00pm Social Evening at Tollemache Arms, Mossley.
- 25th Feb. 7.45pm Illustrated talk 'The Huddersfield and Manchester Railway and Canal Co.' by Neil Fraser at Huddersfield Local History Society, Junior Library, Princess Alexandra Walk, Huddersfield.
- 7th March 8.00pm Business/Social Meeting at the Albion Hotel, Longroyd Bridge, Huddersfield.
- 13th March 8.00pm Social Evening at the Black Horse, Werneth, Oldham.
- 4th April 8.00pm Illustrated talk 'India by Road, Rail and Narrowboat' by Bob and Jean Hindley, Royal Oak, Linthwaite, Huddersfield.
- 5th April Good Friday Diggle Barrel Roll.
- 10th April 8.00pm Social Evening at the Farrar's Arms, Grasscroft, Oldham.
- 21st April 8.00pm Tame Valley Toepath '85.
- 26th April 8.00pm prompt. 5th Annual General Meeting.
- 4/5th May Huddersfield Festival.
- 27th July Coffee Morning (from 9.30am) at the Huddersfield Town Hall. Bring & Buy and Cakes Stall etc. Volunteers more than welcome. Please contact Anne Crosland.

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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