

PENNINE LINK

No.62

March/April 1985



FREE to Members

25p

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Cover photo: New Lock Gates on Lock 42E. Photo: Bob Dewey

The Journal of the Huddersfield Canal Society Ltd.

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Editorial

I'll begin by apologizing for the lateness of the Jan/Feb issue, family illness to blame for my part. We're enclosing a Tame Valley Toepath sponsorship form with this issue, we hope (especially for the West-siders) you'll take this opportunity and make this Toepath as successful as the East-side.

If you haven't yet bought your Dungebooth Lock framed print, I'm afraid you're out of luck, the last — out of 250 — has now been sold (see page 9). We have been staggered at the very high quality for a mere £12.50. Our thanks must go to Ken Wright for getting the venture off the ground and of course David Ford for painting the picture in question.

SUE GIBSON

Last night, the 13th February, I sat in a crowded hall amongst Councillors, Company Directors, Town Planners, Conservationists, Recreation Officers, an M.P., well regarded members of the Waterways Movement and other luminaries listening to what must be the first of many forums on the future of an important waterway. The waterway is not yet one hundred years old and the two hundred and fifty people who attended, perhaps with one exception, all wanted to see it survive. The object of the exercise was to engage as much public support as possible to form a steering committee to save the Manchester Ship Canal from closure. I said with the exception of one because the Managing Director of the Ship Canal Company announced on 4th April 1984 that his company no longer saw through navigation as a viable economic objective above Runcorn.

So County Councillor Peter Scott, Chairman of Planning at Greater Manchester Council, called the meeting and after an introduction to the history of Britain's largest artificial waterway and addresses by the Chairman of the North-West Water Authority and the Managing Director of the Manchester Ship Canal Company I witnessed a lively public debate. You may well have read in the press some of the opinions of waterway enthusiasts — Ted Keaveney of IWA argued forcibly for through navigation to be retained. Cyclists pleaded for a cycle track along the railway towpath. Conservationists wanted great care taken of the flora and fauna. Anglers said that they would be with the restoration once the state of the canal was improved from Class four to at least Class two. One of the last comments made before the summing up by Peter Scott was and I paraphrase — would the cost of retention as a navigable waterway cost much more

than the alternatives and can we afford not to retain the asset (or liability as described by the M.S.C.) for future use?

I seem to have heard it all before. The concept of a steering committee is sound. We hope that on March 6th an officers' steering committee for the Huddersfield Narrow chaired by David Pyrah, Principal Planning Engineer with British Waterways Board will meet and progress our efforts to mirror the aims of the Ship Canal Steering Committee.

Before the meeting I thanked Councillor Scott for his planning committee's decision to invest £45,000 in the restoration of the Ashton-Stalybridge section of the Huddersfield Narrow. Subject to full Greater Manchester Council approval this means that the Tameside Canals Development Association will have most of the necessary funding. Tameside Planning Committee fully support the scheme. B.W.B. have given their blessing as have the Manpower Services Commission. I look forward to the I.W.A. plans for a cavalcade or rally of boats in Stalybridge in 1986.

I urge all members to attend our AGM on 26th April 1985 to keep abreast of restoration progress.

Stop Press!!

WAKEFIELD ROAD, HUDDERSFIELD

Another big boost to restoration of the canal was given by West Yorkshire County Councillors on 18th February. The Council's Recreation and Arts Committee decided to spend £153,000 on re-opening the culverted bridge under the 6-lane Wakefield Road at Aspley, Huddersfield.

They also decided to set aside £30,000 towards a study of the condition of Standedge Tunnel.

Two events have been arranged with a further one under consideration for the spring of 1985.

The Diggle Barrel Roll will be held again this year, on Good Friday 5th April. Two man teams will compete in the races starting around mid-day. Super prizes for the winners and Best Dressed Diggle, plus consolation prizes.

The event will be centred around the Diggle Hotel forecourt with craft and trade stands.

The Saddleworth Morris Dancers will dance during the afternoon as part of their tour of the Saddleworth area. Add the good beers and bar foods served at the Diggle Hotel, there is promise of an enjoyable Good Friday afternoon.

Watch out for the notice of and entry form, or contact Jean Buckley or myself.

The major event of the spring calendar is the Tame Valley Toepath sponsored walk. This is a very important event, designed to complement the efforts now being made in many quarters to start restoration of the canal through the Tame Valley, and to find the right

solution to the access problem through Stalybridge. Sponsorship forms for the walk are now available, so please book this very important diary date.

Permission has been received for a festival at Uppermill, on Sunday 2nd June at the King George playing fields in the centre of Uppermill. People are required to organise this event. Could anyone wishing to make a contribution on a committee come along to the next west meeting or contact us.

A proposal to operate a small trip boat in the Stalybridge area is now under investigation, developments will be reported.

Spring 1985 starts a new round in the competition with Granada, BBC TV and the vast catalogue of activities that consume members leisure time.

The second Wednesday in the month is the date to pencil in your diary, to spend two hours of leisure time to come along to the West Side meeting; to help with the organisation, to gather the latest information about the canal or simply meet people with a common interest.

JACK CARR

HCS Stamp Collection

I know we have been out of circulation for some time but we are now completely settled in at our new club. We are still sorting out your stamp contributions, but most stamps are still on paper. As it's such a time-consuming job, it would help us if perhaps some of the stamps were soaked off — so if anyone has any ideas for a quick method of soaking off — you may like to contact me please.

We are also still accepting trading stamps (Co-op etc and YES Green Shield). If you have any stamps, any odd trading stamps, first-day covers,

cigarette coupons etc., we'll be more than grateful for them, although the stamp market is in a state of depression at the moment we're working on them for the future.

We look forward to seeing many of you again **soon**.

BRIAN GRANT, Stamp Officer

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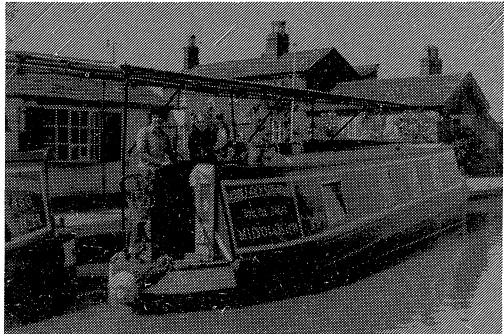
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I/WE

of

in the County of

the above-named Society hereby appoint

of

of failing him

of

as my/our proxy to vote for me/us on my/our behalf at the Annual General Meeting of the Society to be held on the 26th day of April 1985 and at any adjournment thereof

SIGNED

this day of 198

form of proxy

being a Member/Members of

Huddersfield Canal Society Limited

NOTICE IS HEREBY GIVEN THAT THE FIFTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT SADDLEWORTH MUSEUM, UPPER-MILL, GREATER MANCHESTER, ON THE 26th DAY OF APRIL 1985 AT 8pm TO TRANSACT THE FOLLOWING BUSINESS.

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1984, together with the report of the Council of Management and of the Auditors thereon.
- B. To re-elect the Auditors and to authorise the Council of Management to fix their remuneration.
- C. To re-elect David M. Sumner as a member of the Council of Management retiring by rotation.
- D. To re-elect Graham Maskell as a member of the Council of Management retiring by rotation.
- E. To re-elect Keith Edward Gibson as a member of the Council of Management retiring by rotation.
- F. To elect David Wakefield as a member of the Council of Management co-opted during the year.
- G. To consider any other nominations.
- H. Any other business.

DATED this 6th day of February 1985

By order of the Council

p.p. **J. Fryer**, Secretary

Registered Office: Ramsdens, Ramsden Street, Huddersfield.

N.B. A Member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must also be a Member of the Company.

Nominations

The success of HCS depends on the members and we rely on your support. However, we are always concerned that there are some members who are perhaps waiting in the wings to be asked to help with our campaign, but who will not come forward of their own accord.

HCS Council can easily be expanded to provide the chance for these people to help, and if you feel that you would like (for example) to help run the exhibition stand, help produce publications, help liaise with the Councils, **please** come forward.

Nominations, proposed and seconded can be made to the Company Secretary (at Ramsden's, Ramsden Street, Huddersfield) prior to the AGM or else contact a Council member and discuss how you think you can help.

We would, incidentally, stress that the support of those who feel unable/unwilling to take an active part in the Society's work is still highly valued by the Council.

BOB DEWEY

Stop Press!!

£45,000 for Ashton/Stalybridge

Tameside Canals Development Association

On 13th February Greater Manchester County Council's Planning Committee agreed to give £45,000 in aid to the Association's C.P. project to restore the canal between Ashton and Stalybridge.

Further details in the next issue!

help restore

huddersfield narrow canal

join a sponsored walk

contact
 jack carr
 19 sycamore av.
 euxton
 chorley
 02572 65786



SUNDAY 21ST APRIL 1985

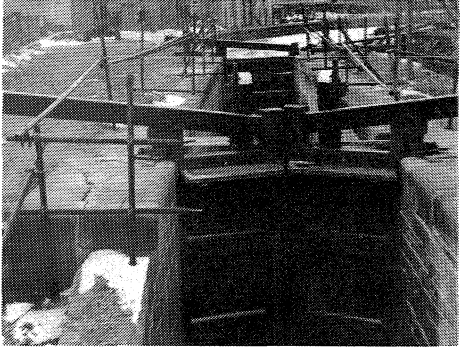
ASHTON-U-LYNE to MOSSLEY

Kirklees/West Yorkshire Community Programme Scheme

I attend the regular Kirklees/West Yorkshire Consortium meetings on behalf of the Society. At the last meeting on 22nd January it was reported that there were then 41 employees in post under Project Engineer Ian Preston on site and at the Colne Valley Workshops base in Linthwaite. Excluding wages, which are met by the Manpower Services Commission, approximately £87,000 had been spent in the first 35 weeks of the project, which is being provided by Kirklees & West Yorkshire Councils and the M.S.C.

British Waterways Board have loaned the dredger "Fox" and a mud hopper to the scheme. This is being used to dredge the top pound between the mouth of Standedge Tunnel and Lock 42E. The Board are also to loan a fork lift truck for the workshop.

Because of the snow work on site has slowed down. Lockgates and paddle gear are now in position at Lock 39E, and this lock is nearly complete. The southern wall of Lock 42E has been rebuilt and (weather permitting) lockgates should be installed during February. The towpath between Locks 40 and 42E has been prepared for surfacing.

**Tameside Canals Development Association**

The Association, a joint approach between H.C.S. and the Peak Forest Canal Society to rehabilitating the canals of Tameside chaired by Tameside Councillor Frank Ruffley, is now employing 109 men on its largely M.S.C. funded Community Programme scheme on the towpath of the Peak Forest Canal.

In the second year of this project (from May onwards) we hope to maintain this large scheme, but change its main emphasis from the towpath and landscape works on the Peak Forest (which will continue) to the restoration of the canal 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. The canal then continues through three infilled locks and the Stalybridge Aqueduct to the infilled length in the centre of Stalybridge.

The scope of the works involved has been discussed between the Association and the Waterways Board. It has been agreed that, subject to Union agreement, 70 men can work on the canals. If the project is to continue employing 109, then we will have to find



other environmental work off B.W. land. It has been agreed that the Association will restore the three locks, carry out any essential work to wash walls etc. and restore the towpath. The Waterways Board will then dredge the canal as part of their normal maintenance programme. Greater Manchester Council's Planning Department is providing ecological advice.

It had been intended following the publication of a joint report on this section of the Huddersfield Narrow by Waterway Recovery Group and this Society, that G.M.C. would restore the canal between Ashton and Stalybridge. Because of difficulties in obtaining the Department of the Environment's agreement to pay Derelict Land Grant that project has not been able to go ahead. The Association's request to "take over" this length of canal and a request for financial aid for the project will be considered by G.M.C.'s Planning Committee on 13th February. Because of its Remainder Waterway status British Waterways cannot allow restoration work on the canal without a Local Authority entering into a Maintenance Agreement with them. G.M.C.'s Recreation and Arts Committee will consider the Association's request that it enters this agreement in March.

Unit Manager Steve Whitby and Councillor Frank Ruffley have been allowed to speak to Tameside Planning Committee about the project, as a result of which the Planning Committee are recommending that financial or other aid be given by Tameside. This request will have to be approved by the Policy Committee.

In the first year the project has been based at the Canal Street Wharf in Hyde on the Peak Forest Canal. Now the Senior Service company have offered a site where our Portacabin and site huts can be based by Lock 2W in Stalybridge. We should have moved by the time you read this.

Oldham Borough Council Community Programme Scheme

We have for a considerable time been discussing the possibility of Oldham Council setting up a project similar to the Kirklees/West Yorkshire one with John Billington of Oldham Council's Planning Department. Community Programme schemes such as this are ideal for canal restoration. The bulk of the finance is provided by the Manpower Services Commission to create jobs. Unfortunately, the figure allowed for materials is not enough when the purchase of lockgates and possibly dredging are involved. Kirklees and West Yorkshire are solving this problem by making a contribution from their budgets; the Tameside Canals Development Association is seeking financial aid as well as receiving a contribution from H.C.S. Oldham Planners are looking into ways of obtaining additional finance. In the meantime they have been discussing the work required through Saddleworth with the Waterways Board, who have agreed that, as a first step, a Council sponsored Community Programme scheme can be mounted to restore the towpath between the Borough boundary below the Royal George Aqueduct and Wade Lock in Uppermill. Work should begin on site soon.

Uppermill Infilled Section

It has been reported before that, after carrying out design work on this project to restore the channel where the main road had been widened between the Brownhill Visitor Centre and the Wool Road winding hole, and obtaining tenders for the work, your Council have agreed that we would have no objections to the project being taken over by G.M.C. That Council's Planners have now passed the project to the Greater Manchester Joint Reclamation Team to carry out detailed design work and provide estimates before reporting back to the Planning Committee.

KEITH GIBSON.

Final Account!



Photo: left to right: Mrs Anne Wright, Jean Buckley, Mrs Megan Richards and Ken Wright.

Photo by courtesy of Oldham Chronicle.

All 250 prints have now been sold, 30 of them unframed and the rest framed. The first print went to West Yorkshire County Councillor John Sully, the last to Mrs Megan Richards of College Road, Oldham.

The penultimate print, nicely, was bought by Saddleworth Historical Society as a raffle prize at a 'canal' evening!

The prints have gone far and wide, several to Canada and the United States, a couple to Australia and odd ones to African and European countries. Many have been given as retirement or leaving presents but the large majority are hanging on walls in Saddleworth in particular and the Oldham area in general.

Amongst the "best-sellers" Clifford Bucknall of the Diggle Hotel, comes out tops with 40 prints, Harold Neild (of Benji fame) and John Byrne (caterer and delicatessen owner in Oldham) with 8 each and Gordon Crabtree of Uppermill with 6.

The effort has raised about £1,000, which I hope will go towards doing what I would do if I had the time — helping to muck out the Diggle locks!

My thanks to all buyers and sellers and especially Jean Buckley, Sales Officer, and Sue Bradbury, Treasurer, and the Council, for taking a gamble and putting the money "up-front".

KEN WRIGHT

As I said last time, at this time of year boating is rather out of favour as far as the general public are concerned. (It is starting to snow again as I write this.) No doubt by the time you read it spring will be on the way.

STAN is still at Marsden Cottages and is being pumped out regularly and the batteries kept topped up.

No.2 you may remember has been moved to John Morley's (Sorry John about getting your name wrong in the last issue) garage and work is going ahead. John reports that the work is single-handed at the moment but the time will come when more will be welcome. So if any of you living locally would like to give a hand please get in touch with either John or myself.

A trip boat to Marsden is still in the committee-talking-stage. An article has appeared in the Huddersfield Examiner about a possible horse-drawn trip boat which has brought me a number of enquiries but nothing has been decided yet. The staff at the Cottages have also had a number of enquiries; whether due

to the article or the sight of Stan moored up outside is hard to say. Now that the top pound has been dredged I am itching to get Stan out for a run. It will be marvellous to get down to the top lock with no fear of going aground or getting the prop tied up in weeds. Perhaps by the next issue of Pennine Link I will be able to report the first trip through the top lock.

Finally, **Benjamin Outram** is now being run full-time by Harold Nield. But — there is always a but — the jet unit guard has been further damaged by a rock at the moorings. Benji has been put down on the stop-planks again and further examined and detailed measurements taken for a new guard to be made by a local welder. This will be fitted when ready but will have to wait for suitable weather. It will also have to wait for completion of work by B.W.B. who are draining the Dungebooth and Limekiln pounds to refit the lock gates and paddles on the two locks.

JOHN MAYNARD

Diggle Locks Restoration

The proposed restoration of locks 31W and 32W at Diggle, close to the western entrance to Standedge Tunnel, was mentioned briefly in the last two issues of Pennine Link. Since then we have been involved in negotiations with representatives of the British Waterways Board and the local councils with a view to starting work this Spring.

Agreement has now been reached on the principles of the restoration with BWB, and we intend to start work on site the first weekend in March, continuing with two-day working parties on the first weekend in each month. The first task is the excavation and rebuilding of the bywash weirs of the locks, a job we escaped at Uppermill where the

surroundings had not been landscaped. Priority has been given to the weirs to allow for the passage of water down the canal during the excavation of the lock chambers. Unlike the fortunate Marsden-Slaithwaite team, we are not allowed to simply "turn the canal off" as the western side supplies the Cheshire Ring canals.

Previous participants in the Uppermill works are welcome to turn up on site, but experience is not essential. Anyone feeling the need for a jolt to the lifestyle, or finding that the reasons for not giving it a try are wearing thin, can join them or give me a ring on Huddersfield 34666.

TREVOR ELLIS

A total of 14 persons (members and friends) turned out to support HCS's voyage to the Southern Stratford Canal a few weeks before Christmas (remember? that was before the snow) to help with repair work to the canal.

For me, the journey started travelling flat on my back in the back of Hesperus (the HCS van) across the Pennines to Mossley. From there the comparative luxury of the WRG crewbus (which apart from the noise and temperature was five star) to gradually collect together the party. An uneventful journey despite Laurence's attempts to throw off the hotly pursuing Hesperus by means of last minute "turn left here"...and a slight detour via Warwick bypass. Things became a little strained as red light after red traffic light brought the assumed ten-thirty deadline but we were relieved to find that pubs were still serving up to eleven o'clock.

Whilst certainly not the softest floor I've slept on, the night passed quickly and all too soon we were looking for

breakfast... embarrassed pause... Stratford doesn't seem to have transport cafes... eventually one was found but that wasn't until almost lunch time.

In the intervening period the navvies had been introduced to the world's supply of natural bostick — also known as local mud. Our job was to dig a trench in the bed of the canal where the bank should be so as to form the foundation of a new wall. (They don't have sophisticated things like stone copings as on the Huddersfield Narrow.) The mud had to be prised off the shovels and picks somewhat slowing the job down. Those who didn't want to dig were given the task of moving the concrete blocks (2 or 3 to a wheelbarrow) from the pile next to the road to the wall site for the building works the following day. Others drove and fed the concrete mixer.

By the end of Sunday a substantial wall with massive buttresses had grown, a credit to all concerned (shame it'll all be under water most of the time!)



Photo: Bob Dewey

CANAL CLEAN UP
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APRIL/MAY. EXACT DATE
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***VOLUNTEERS
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to work in the Beer Tent at
Huddersfield Festival,
Saturday/Sunday 4th/5th
May.

No experience needed!
Contact Malcolm
on
Huddersfield 845770
if you can help out please.

Dear Editor,

I was pleased to read in Pennine Link of the enjoyable trip that your members had on the Waterways World Cruise to Holland last year. HCS Members may be interested to know that we are running a similar trip from 5th to 16th September this year, visiting the busy commercial waterways of south-east Netherlands close to the German and Belgium borders.

The price has increased slightly to £153, partly to take in the longer route, but we still think that this offers excellent value for a 10-day holiday.

Should there be any of your readers who have not seen details of this cruise published in WW, we will be pleased to send them all the necessary information if they drop us a line at:

Waterways World Dutch Cruise
Kottingham House, Dale Street,
Burton-on-Trent, Staffs.
DE14 3TD.

Yours sincerely,
HUGH POTTER, Editor

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Tunnel End Cottages

The cottages have now been running for some time under West Yorkshire Metropolitan County Council staffing, though all the legal arrangements have not been resolved. To those who were involved in the voluntary staffing of the 'canal centre', things now seem very quiet.

The main item yet to be finalised, and possibly the longest-running saga in the council minutes, is the HCS lease of our half of the building. Negotiations with our landlords, West Yorkshire Metropolitan County Council, are completed. However, as part of the lead-up to the abolition of such authorities, all new leases have now to be approved by the Secretary of State, so the fame of this humble building has spread to Whitehall.

Extension of the exhibition has been upset by the disappearance from the attic of the spotlamps set aside to light it. This, following on previous problems has led us to fit locks to some doors in an effort to reduce access.

TREVOR ELLIS.

Bates and Sellers

Both Bates' and Sellers' planning applications were considered by Kirklees Council's Planning Committee in January — when it was decided that if the firms sign a legal agreement they will be granted planning permission.

Those agreements seek to protect the canal line and in the Sellers case includes the provision of deep foundations and requirement to protect the new canal line — which has been designed to cut into the river for the short distance to by-pass the building already over the canal.

It is unclear as to how much the Bates agreement will include, Council officers have to try and negotiate the terms of the agreement.

A full report of the meeting on 18th October of all 5 Local Authorities along the line of the canal organised jointly by the Society and W.S. Atkins and Partners, Civil Engineering Consultants, and chaired by Mr. R.H.J. Cotton, Director of Leisure, British Waterways Board, appeared in the last issue of "Pennine Link". Since then Kirklees, Tameside, Greater Manchester and West Yorkshire Councils have all notified the Waterways Board of their willingness to take part in a Joint Steering Committee to work together to promote the restoration of the Huddersfield Narrow. At the time of writing Oldham Council had not replied, but we hope that they will join in too.

The Waterways Board have nominated David Pyrah, Principal Engineer (North) to chair the committee. David Sumner and Trevor Ellis have regularly attended officer's meetings between the Board, Kirklees and West Yorkshire at the Board's Dock Street office in Leeds. It is intended to invite officers of the other Councils to the next meeting in March as a first step in setting up the Joint Steering Committee.

Your Council see this as a major step forward in our campaign for full restoration.

KEITH GIBSON.

HCS Rewards 10 Year Members

The Society wishes to express its gratitude to those people who have 'stuck with us through thick and thin'. At the AGM we will be presenting certificates to those who've been a member of HCS for the first 10 years.

We hope you can be there, but for those who can't make it, they'll have theirs sent on to them as soon as possible after the AGM.

A.G.M.

Once again the AGM arrives and with it the time for our Chairman and Treasurer to get their pens to paper to record the Society's achievements (the secretary gets off scot-free!).

Again we hope to see as many as possible of you. This year, the event will be in Uppermill on April 26th with the canal lapping at the side of the building — and perhaps Benji alongside waiting to run a tripp.

For the record, the venue is the Museum in Uppermill. It is on the A670 with a car park alongside.

To brighten up the proceedings it is hoped to show slides of the years' events, so please, lend us your pictures of our events, festivals, and should any of you be lucky enough to photograph work in progress at Marsden — these would be especially welcome.

BOB DEWEY

**PENNINE LINK
PRESS DATE
1st April 1985**

Alex S. Thompson M.B.E.

Among those honoured in the New Year Honours List was Alex Thompson, British Waterways Board's Coordinator Special Employment Schemes. Alex is based at the Board's Gloucester office, and is responsible for M.S.C. schemes on the canals. Members of your Council meet him frequently at the various meetings and functions we attend about the canal — in particular about Community Programme projects. He is a tough but fair and friendly negotiator. He has proved to be a good friend to this Society. He well deserves this honour.

KEITH GIBSON.

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Pictured left to right: Sarah Lucas, Mark Williams, Associate Director/Co-Writer/Actor, Kathryn Brierley, Asst. Administrator, Colin Anderson, Fund-raising Administrator, Mike Lucas.

When the Arts Councils £28,000 grant-in-aid was withdrawn, West Yorkshire County Council agreed to extend its support for the company, by funding for a year a full-time administrator to help fight for its survival.

Chairman of West Yorkshire Metropolitan County Council's Recreation and Arts Committee, Councillor John Sully, says:

"Over the past thirteen years Mikron Theatre Company have played a significant role in promoting the waterways and increasing public awareness about the value of this country's canal heritage for commerce and leisure. The fruits of their inspired work is reflected in the fact that restoration schemes are now well underway on two Pennine waterways, the Huddersfield Narrow Canal and Rochdale Canal. Both of these canal restoration schemes are proceeding with support from the County Council".

The newly appointed administrator is Colin Anderson, who has had a wide experience of promoting live theatre and dealing with business and industry in West Yorkshire, and lives just down the road from Mikron's base at Marsden. Colin is confident that Mikron will attract the necessary funding from business

and industry. "Whilst Mikron are still seeking funds for their 1986 waterways tour, it is hoped that a major tour sponsor for 1986 onwards will be found to replace funding axed by the Arts Council. They have a unique theatre style, ideally suited to pubs and other community venues, with the humour, music and songs contained in their shows contributing to their popular nationwide appeal. On their 1984 national waterways tour the company attracted large audiences, averaging nearly 120 people at over 150 venues. This pattern is repeated year after year. Unlike any other small-scale national touring theatre company, Mikron attract audiences of a size and diversity that other theatre companies cannot reach.

Since the Arts Council announced the withdrawal of grant aid, there has been overwhelming public support for the Company, which has resulted in petitions containing over 10,000 signatures and hundreds of letters and donations from organisations and individuals throughout the country. Local authorities, regional arts associations, members of parliament and celebrities from the Arts world have added their support, making representations to the Arts Council in condemnation of their decision.

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 fifth day of their first canal holiday, aboard the good ship "Arkendale" out of Bank Newton. It is a Wednesday in April 1980 and the boat is moored near the Anchor Inn at Gargrave, Leeds and Liverpool canal, pointing westward ho!

DAY 5. Time: 8.10am. Weather: Cloudy, turning to sunny afternoon. Destination: Hapton, outside Burnley. No. of locks: 18.

Set off early as we had a lot to do — eight locks before 11am — called in at the base at Bank Newton for a new swing bridge key (didn't need it as it turned out) had a leak tightened up on the water pump and away again. Met a good lot of traffic coming down off the summit, slowed us down a lot. Washed up and cold water seems to be a bit slow. Chased by a swan — several about guarding nests with sitting pens — William is getting quite paranoid about swans. Say 'Sussies' and he's alert and practically in the water. It's an awesome sight to see a swan flying after the boat, about a yard away (especially into a lock!) and to hear the noise of the powerful flapping wings. Good job their beaks aren't too strong — like an animated clothes peg round the finger! Countryside very pretty — a lot of locks — tried out the Bingley lock-keepers dodge for paddle opening and it works beautifully. Much smoother lift and no roping makes for quicker locking.

Had lunch at Barnoldswick briefly — Ken did a bit of necessary shopping but couldn't get everything as half-day closing. Went on to Foulridge Tunnel (our very first) — 1640 yards — quite eerie and very, very cold (not to mention getting soaked by dripping water).

Needless to say the kids loved it, shouting all the way. He pretended not to be just a little bit scared and kept screaming "Mind my night sight" when the kids waved torches in his direction.

Into Lancashire ('God's own county' him outside calls it) — and more industrial scenery. Clutch slipping a bit on the boat but hope nothing serious. Spent two hours going round a church (literally, it's what my engineer calls 'contouring' — boring I call it). Nelson and Colne horrible. Burnley not bad at all; at least the canal was reasonably clean. Some lovely canalside buildings. Went over Burnley embankment (famous for being blocked-up every night — 'stopped' or 'stanked', HE calls it — during the war to prevent the town being flooded if a bomb burst the banks). On to the Gannow tunnel. Stopped and moored for dinner at 7.30 — savoury mince and chocolate cake. We had been looking for a pub shown in Nicholson but it was no longer there (demolished years ago I shouldn't wonder!) so we decided to stay the night although a railway close by. Towards Blackburn tomorrow — will turn round at lunch wherever we are.

Plenty of birdlife about — saw a heron, pair of pied wagtails, Brent geese, Muscovy ducks — not bad for April, just on the tree line! I'm sure something's wrong with the cold water.

DAY 6. Time: 9.00am. Weather: Cloudy with bursts of sun. Destination: Blackburn and back to Bridge Inn, Hapton. No. of locks: 8. No. of swing bridges: 4.

I was right about the cold water. We have none! HE was filling up the header tank (done by standing on one's head in an inaccessible cupboard and working a lever furiously back and forth, at this stage we thought this happened on all boats) when there were sucking noises

PENNINE LINK

from up front and bingo, the well was dry. There's a lesson to be learnt, somewhere! Consulted Nicholson for water points and the next is near Wigan it seems — no, there's one at Blackburn — only it's halfway down the flight we intended to turn back at the top of (sorry, but my grammar always suffers when I'm cross!)

To continue — train noise didn't worry unduly. Had a bit of a lie-in. Took William for a short walk on the towpath — very industrial with bits of country between but I wouldn't recommend this stretch at all, it is mostly awful!

Saw a heron again — Sarah fell in by walking six feet across a four foot landing stage! Lovely sight. Such was the cold that she virtually 'bounced' straight back into the boat — then William followed; must have thought it looked like a game! Clothes drying everywhere. Found a canalside farm and on the pretext of buying butter and cream I kept the lady talking while the rest of the crew filled every vessel we had with water and sneaked it back to the boat! Desperate measures! The slipping clutch had been getting worse and HE decided to have a think about it, when he realised that we were just about making way with the slight current in the canal in our favour! Lo and behold — twenty minutes later the deck was full of foul black plastic, yards of it, covered in grease and slime and other unmentionables, all brought out of a little box at the back of the boat by my clever (and very dirty) skipper. He looked like Paul Daniels, pulling miles of bunting out of a tea cup!

The boat was very grateful for the clean-up and we have a bow-wave again (only a little one, of course) and a fully operational popellor.

Another Bank Newton boat passed the other way and we should turn back at 2.00pm. Made the 4 locks to the water

point at 2.30 so now on our way back. Just missed an Adlington boat coming through a bridge. We sounded our horn loud and long as we had only recently done this bridge the other way and it was a real snorter — a right angle turn immediately after, totally blind. **They** obviously took no notice or couldn't hear. I never moved so fast along the side and managed to fend off, using feet.

Lovely sunny evening — saw two barn swallows and thrush singing its hearts out — all spoilt by another Adlington boat coming through a blind bridge like a cork out of a bottle — no horn.

Got to the Bridge Inn at 7.30, much better time than we anticipated (surprising what a difference getting rid of that plastic made!) Dinner — shepherd's pie, apple pie and cream — then to Bridge Inn — talked to a nice couple from an Adlington boat moored the other side of the bridge (I bet **they** sound **their** horn). Bed at 10.30. Last full day tomorrow.

DAY 7. Time: 7.45. Weather: Cool and windy, cloudy with outbreaks of sun. Destination: East Marton/Bank Newton. Locks: 14.

Set off bright and early — a bit crisp — central heating on — lost O.S. map overboard (blown off roof) but managed to retrieve it and put it with the clothes to dry.

Stopped for water in Burnley (once bitten!) and couldn't start again. The wind was so strong we just could **not** leave the side. HE had visions of us scraping along the side all the way home! Eventually with him and the boys heaving on the quant pole we managed to get the front into the middle and held it there while Ken drove the back off. All absolutely exhausted — and probably more to come. Boys had got me a paper so I went below, had a read and brewed up.

Back through Gannow tunnel and onto Beresford locks, flight of 6, wind very fresh and blowing us about a lot. Stopped for lunch having returned through Foulridge tunnel. Lovely sunny afternoon but still very windy — had difficulty getting through the 3 locks at Barnoldswick because of it. Moored up shortly afterwards and all the 'men' washed the outside of the boat. What a mess it was. I sat in the sun, out of the wind, and watched a lapwing. Beautiful bird. I had no conscience — my turn comes tomorrow! A lovely afternoon with sun beating down but viscious cross winds. Too windy to stay on the summit at East Marton so went on down the locks to Bank Newton. What a lovely base this is, especially in spring sunshine. Will make for a better start tomorrow. It's been a lovely week and hopefully we will do it again next year, from Worsley. Same boats as Bank Newton. Bit sad cooking the last meal (spaghetti and christmas cake — we really are down on the remnants!) Walked on towpath to the Anchor for a quick one as looked like rain — quick walk back. Chat and bed — up early tomorrow. Such memories to take back — seems longer than a week because of all we have done — met lots of nice people amongst whom the Bingley lock-keeper stands out as a real nice character.

DAY 8. Time: 6.45. Weather: Sunny and windy. Destination: home.

Up early — sad that it was our last day but think that a fortnight would be too much (and for HIS pocket, HE says!) Started to clean the boat out thoroughly as soon as the children were up and having breakfast. Got everything out and into the car, boat cleaned by 9am. Simon and Kate's mum arrived 9.30. Ken took some final photo's — the pound looked gorgeous in the early sun — set off about 9.45. Went by way of

Bingley and recovered Kate's camera, left last Monday and carefully put away by our friendly lock-keeper.

Home by 11.00, house looks so large — still had 'sea-legs' and kept swaying about — most odd. So the week is over — a grand week and certainly to be repeated.

One great bonus — when we got home we had come up on the pools — Sarah's line — £90. What a turn-up!

EPILOGUE

One great thing that struck us about going both ways along the same length of canal is that it is **totally** different. The thought of repeating a length within a few days or even a few hours had deterred us a bit but not any more.

The 'sea-legs' business was strange. I had to hang onto the window-sill in the loo! Ken went to enjoy a nice hot bath, lay on his back and closed his eyes — and the bath rocked and sailed off across the bathroom!

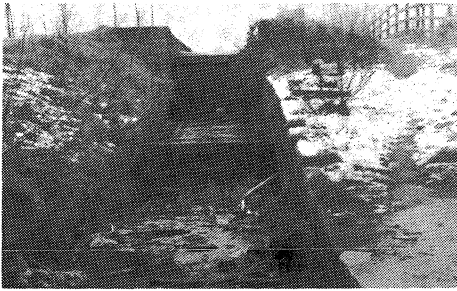
In the next issue — Journey No.2 from Worsley — "Chester, here we come".

Toepath '84 Results

We've had most of the money in promise to us from Toepath '84, about £1,700, which is an average of £10 approx. for each of the 175 walkers! Well done all of you. Prizes to be presented later this month (photo next Pennine Link).

The group prize goes to the Meltham Majorettes who raised £100. The dog who raised the most was Shandy — £81.50. The under 16's prize goes to Kieran & Luke O'Neal with £13.50 raised and the individual who raised the most was Tony Wills from Surrey who raised £66.50.

Very many thanks to all of you who took part in this important annual fund-raising event. (details of Toepath '85 next issue)!!



Lock 31W — Photo: Bob Dewey

Since we have now been given approval in principle to tackle Diggle locks 31 & 32W it was clear that some detailed work was needed to ascertain what was what on site. For the record, the tops of the lock walls at 32 have been removed and some of the stones laid in steps along the regraded chamber sides. The areas either side have been landscaped and trees planted. Lock 31 is more like Dungebooth — i.e. filled to t' top. In both cases there is no sign of the bywash.

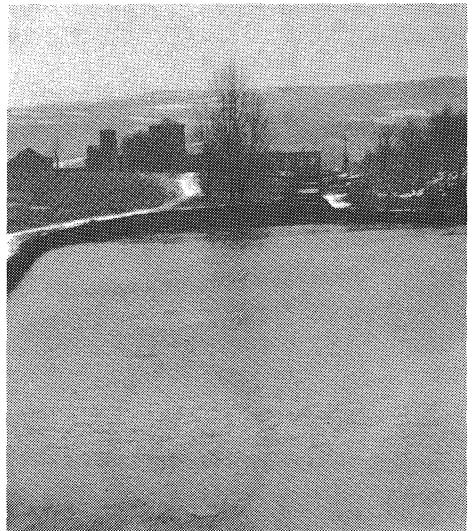
A cold January Saturday morning saw a small group of adventurers trying to trace the bywashes to see whether they could be rebuilt or whether new ones are needed. The tail end of 32 is visible and we dug it out for a short distance, but in view of the permafrost could not get too far. The top is visible but there is no way of telling which route it took. In 31 the top is again visible but there is no sign of the bottom.

I thought that all the Diggle locks would be identical since they were all built together towards the end of the canal's construction. **WRONG!** We proceeded to explore the other 7 locks, bywashes varying in route, entrance and exits. (including a towpath side bywash on the bottom lock which can only be explained by the dry dock which used to be there (but its not too good an excuse really).

I gather that the Sunday working party was snowed off!
BOB DEWEY

Following Oldham Council's decision to allow the restoration of Lock 31 & 32W (which they own) by volunteers, & G.M.C.'s decision to give the Society £10,000 towards this project, a schedule of the works involved has been prepared and a plan of the site drawn to show the site compound and materials store area. Planning permission is required for this compound and store and Oldham Council have kindly offered to apply on our behalf. We have sent the plans to Leslie Coop, the Borough Planning Officer.

KEITH GIBSON



Lock 32W — Photo: Bob Dewey

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Do you remember Christmas? Or would you prefer not to be reminded at this time of year. Anyway, on that now distant morning the first thing I remember was the cats screaming to be fed at 7.00am, they don't know about different days of the week, then I started unwrapping my presents.

One of them was a book about canals. I put it on one side assuming it was yet another well-meant present to go with the socks and pair of slippers. Later on I picked it up and started reading, and to my surprise, found I could not put it down. The book in question is "Bread upon the Waters" by David Blagrove.

In essence it tells how a newcomer to the inland waterways system witnesses the end of commercial traffic and the effect of that change on the system and the people who earned their living from it. This book reminds me of one of Mikron's plays; that is not to say one cribs from the other, but rather it is two views of the same event.

The style of the book is light and entertaining, relying heavily on anecdotes collected by the author either from his own experience or from friends. Some of these are tales that originate in public houses after the consumption of large quantities of beer! One such event is credited to Leslie Morton in the bar of a pub called the "Nelson". Morton is telling his audience what is necessary to save the waterways system.

"..... hang on and make the best you can, and the most publicity, out of narrow boats until one day some Government Officials gets it into his noddle that canals are a good idea". It seems that it only takes about twenty years for this change to happen and we're still looking for publicity. In a lighter vein there is a cautionary note for those of you who might be tempted to over-indulge at your favourite canal-side pub. Picture a group of three men who

have drunk rather too much, who are staggering back to the boat in the dark:—

"Shh!...", said Abel with a finger to his lips, making exaggerated tip-toe movements. At this moment we walked into a knee-high balance beam of the stop lock. The three of us, still linking arms, neatly somersaulted over the gate and ended up sitting on the ground with our backs to the balance beam. Abel muttered, "Billy, are you in a puddle?" "Yes mate, are you?" "Thank gawd, I thought I'd pissed meself".

This book provides a good background to the period in our history when we nearly lost all our inland waterway system. It has all the elements of a good tale — humour, sadness and memorable characters.

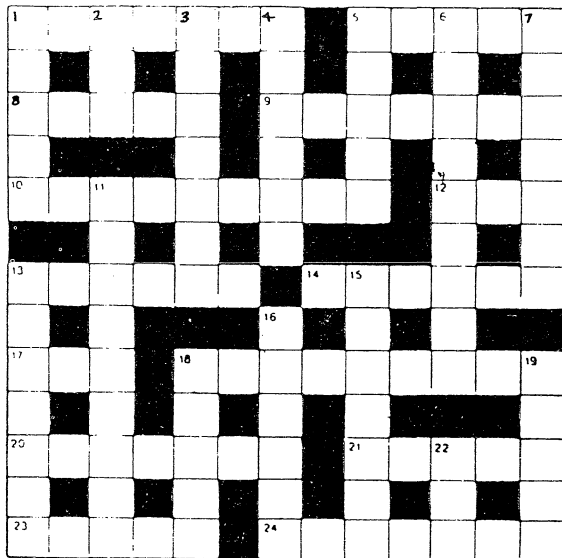
Bread Upon the Waters by David Blagrove. Published by J. M. Pearson & Son Ltd., 2A Swannington Street, Burton-on-Trent. Hardback £9.95.

GOOD IDEAS

They say that everyone has one book in them that is trying to get out, but how about good ideas? What about that wonderful idea that will help the Society that no one seems to be interested in? The one that you have been carrying around for years. Let me know what it is and let's see if we can make it happen. Please send all bright ideas in a plain brown envelope to me, David Wakefield, at the address in the front of this issue. Remember we always respect a confidence.

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- 1. Big bangs? (7)
- 5. Pay or 'prop' maybe (5)
- 8. Vessels (5)
- 9. Accumulates (7)
- 10. Messing about in boats? (9)
- 12. Unrefined metal (3)
- 13. You're one of the HCS (6)
- 14. This gets things done (6)
- 17. Small 'propellor' (3)
- 18. Not a walker (9)
- 20. Slope (7)
- 21. 'Note' to be obsolete (5)
- 23. Seabirds (5)
- 24. Restricts (7)

CLUES DOWN:

- 1. Six-sided poser (5)
- 2. Legume (3)
- 3. Determination (7)
- 4. Stationary (6)
- 5. Word-play (5)
- 6. Canal societies aim (9)
- 7. On the red rose side (7)
- 11. To do with numbers (9)
- 13. You may spend the night here (7)
- 15. Less costly (7)
- 16. Not in front (6)
- 18. Serve a route (5)
- 19. 18 across does it (5)
- 22. In the sky — but what (3)

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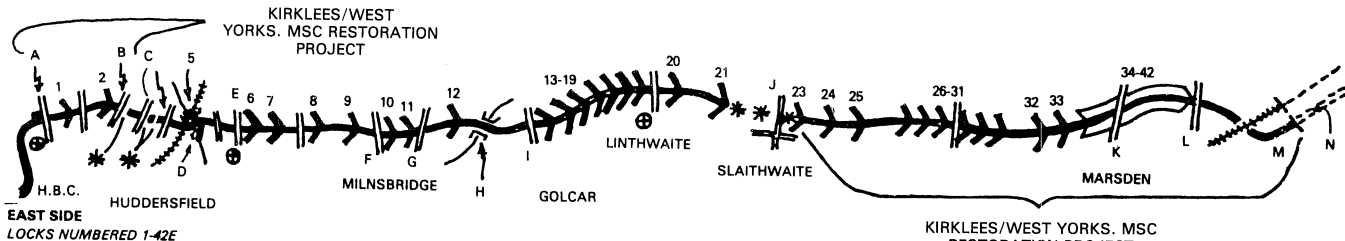
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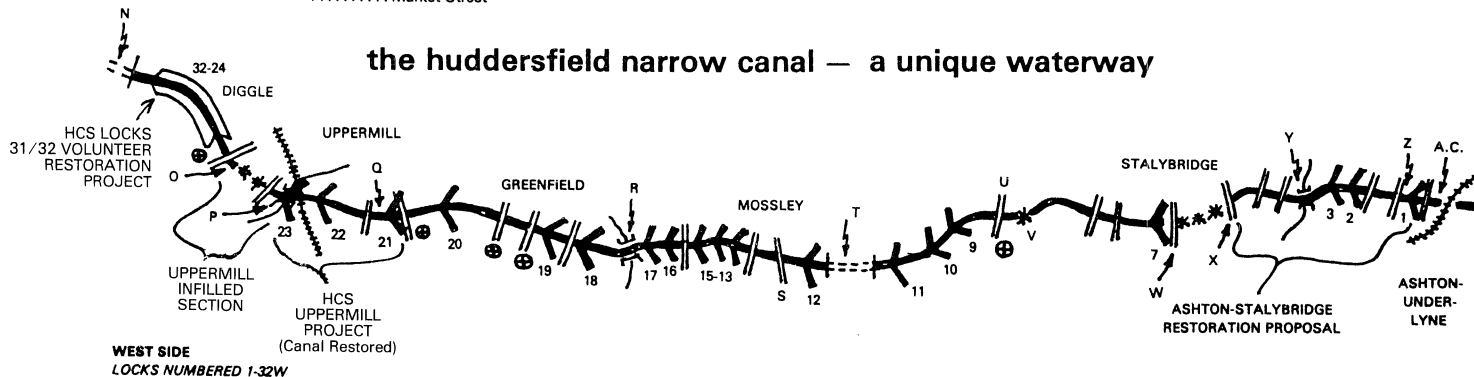
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press date

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

press cuttings

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

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Sue Bradbury, Treasurer

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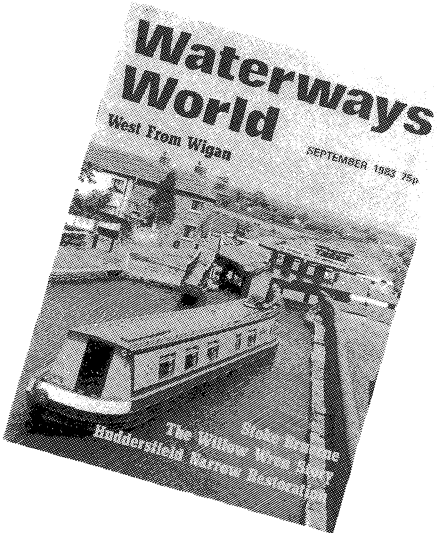
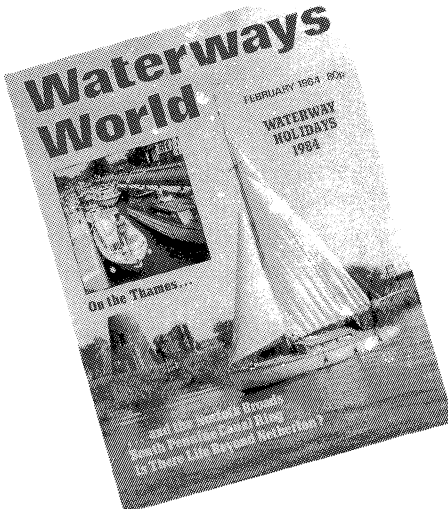
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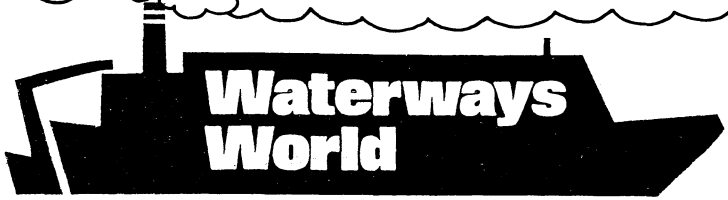
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To add a little interest to your walk along the Huddersfield Narrow Canal, some points to ponder:

Come on folks! It's time once again to doff slippers and don clogs for your annual Toepath trek.

Since the publication in 1981 of the Huddersfield Canal Society's Towpath Guide parts of the canal are looking quite different with lots of improvements in progress. You might notice some of these on your walk, especially to the towpath itself.

Page 76 of the Towpath Guide points out that few of the lock names are known. Even De Salis in 1904 merely described the locks in flights. How about thinking up a few names; it's much nicer than numbers. For starters, on the Ashton-under-Lyne to Mossley section, how about

Lock 16W — Tollemache Lock named after the Hon. Wilbraham Tollemache who owned the land in 1778

Lock 1W — Whitelands Lock named

after the now opened out Whitelands Tunnel.

If you come up with any good names, please pass them on to us!

By the way, the letter W after the lock number denotes that the lock is on the west side of the canal, counted from Ashton to Diggle. Locks are also counted from Huddersfield to Marsden and denoted by the letter E for east. This form of lock numbering is probably unique to this canal.

Something you will see on your walk if you keep your eyes open is a horse trough. See if you can spot it!

Did canal engineer Benjamin Outram pinch a cast-iron trough from Telford, and where would he use it if he did?

Why are there odd tunnels under some bridges?

Who repaired which locks and when?

And if your timing is good, fuel for the journey is available at any of the 10 pubs along the way. Enjoy yourself! Segantii

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Tunnel End Canal & Countryside Centre

Since the appointment of two part-time assistants, by Recreation & Arts Division of W.Y.M.C.C., (Pam and Margaret) the Centre at Tunnel End, Marsden, is open from Tuesday to Sunday. Winter opening times are:

Tuesday-Friday 11-1, 2-4

Saturday & Sunday 11-4.30

The Centre will be open for an extra ½ hour in the evenings from Easter.

It is intended to extend provision for school parties and also to mount a series of monthly displays and a programme of evening talks on a variety of topics. There are also plans for four craft days throughout the year. The Ranger Service, based at Tunnel End, is organising a series of Pathfinder Days, Adventure Days, Clean-up Campaigns, etc., and a programme of all of the above events is available from the Centre, Tel. 846062.



Photo: Robert Carter

Tunnel End Canal & Countryside Centre



OPENING TIMES:

WINTER

Tuesday to Friday 11.00am-1.00pm, 2.00pm-4.00pm

Saturday & Sunday 11.00am-4.30pm

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HCS Pens Blue & Black	25p + 13p up	
BOOKS AND MAPS		
Filled top w/ rubble (Mossley Report)	75p	15p p&tp
Nicholson's Guides (latest editions)	£4.95	25p p&tp
Yorkshire Waterways	£1.60	25p p&tp
Lancashire Waterways	£1.75	25p p&tp
Birds of Hedgerows... Mountains...		
Inland Water and Gardens — each	85p	15p p&tp
Wild Flowers of Waterways	85p	15p p&tp
Ladybird Book of Canals	50p	15p p&tp
The Ashton Canal	90p	15p p&tp
Huddersfield Canals Towpath Guide	Reduced to £1.50	40p p&tp
Tunnel End Brochure	50p	15p p&tp

Don't leave it too late: Order your full-colour print of Dungebooth Lock by David Ford.
 Framed for collection 20" x 16" £12.50
 Unframed (rolled) by post £6.00
 inc. postage

SALES ORDER FORM

Please send me

Item	Qty	Cost & Postage
Orders to Jean Buckley, 37 Edward St, Oldham		TOTAL

David Jordan
(Signature)

Programme of Events

March

21st 7.30pm talk, Dave Finnis, Colne Valley Countryside Management Scheme.

April

Exhibition: The Paintings of Dez Wilson.

14th Craft Day

14th Discovery Walk, ½ days. Nature/Industrial Archaeology.

17th 7.30pm talk, Ian Preston, HNC Restoration Marsden/Staithwaite.

20th) Clean-up Campaign.

21st) Adventure Day.

May

Exhibition by Huddersfield Railway Circle.

12th 4am early morning guided walk, ring 846062 for details.

12th Discovery Walks.

16th 7.30pm talk, Roy Wareing, Roses & Castles.

18/19th Pennine Way exhibition, ring for details.

June

Exhibition by Royal Society for the Protection of Birds.

9th Discovery Walks.

16th Pathfinder Day.

20th 7.30pm talk, Tom Lonsdale, Old Marsden.

21st 7.30pm Midsummer's Eve walk, ring for details.

23rd Adventure Day.

July

Exhibition, Corn Dollies.

14th Discovery Walks.

18th 7.30pm talk, Duncan McIlroy, Tame Valley Countryside Warden Scheme.

20th Clean-up Campaign.

21st Adventure Day.

August

Exhibition, photos of Old Marsden.

15th 7.30pm talk, Bob Dewey, HCS.

18th Discovery Walks.

September

Exhibition, Ceramics by Ted Underhill.

8th Discovery Walks.

14/15th Tunnel End Canal Festival and Craft Day.

19th 7.30pm talk, Geoff Frost, Ranger Service in Peak Park.

22nd Adventure Day.

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We are pleased to welcome the following new members:

- 1305 Mrs A. J. Wood, [REDACTED]
1306 Mr Peter Fairhead, [REDACTED]
1307 Mr and Mrs A. L. Stopher, [REDACTED]
1308 Elizabeth J. Whitaker, [REDACTED]
1309 Mr Melvin Ashton, [REDACTED]
1310 Mr and Mrs R. F. Beckett, [REDACTED]
1311 Mr Andrew H. Beck & Ms Denise F. Littledike, [REDACTED]
1312 Mr and Mrs K. Greenhalgh, [REDACTED]
1313 Diane and Andrew Wilson, [REDACTED]
1314 Mr Edward Hinchliffe, [REDACTED]
1315 Mr B. Bainbridge, [REDACTED]
1316 Mr and Mrs R. Holmes, [REDACTED]
1317 Mr M. P. Brown, [REDACTED]
1318 Mr Derek Spratt, [REDACTED]
1319 Mr and Mrs S. C. Lloyd, [REDACTED]
1320 Mr Stephen Beaumont, [REDACTED]
1321 Dr Richard A. Etheridge, [REDACTED]
1322 Mr Glyn Thomas, [REDACTED]
1323 Mr and Mrs D. Brooks & Family, [REDACTED]
1324 Mr G. Harvey, [REDACTED]
1325 Linthwaite Methodist Guild, C/o Mrs B. Bower, [REDACTED]
1326 Mr M. E. Benyon, [REDACTED]

VAL DEWEY, Membership Secretary

Solution Crossword No.22

DOWN: 2. Awash; 3. Galleys; 4. East; 5. Caper; 6. Needles; 7. Lists; 10. Cut; 11. Fete; 12. Odds; 14. Anglers; 16. Infills; 17. Sun; 19. Input; 20. Trade; 22. Earns; 23. Isle.

ACROSS: 1. Bargees; 5. Canal; 8. Pail; 9. Skippers; 10. Cheer; 11. Frills; 12. Ore; 13. Teased; 15. Twists; 18. Doe; 19. Ingots; 21. Often; 24. Prepares; 25. Lark; 26. Taste; 27. Persist.

7th Mar.	8pm	Social Meeting, Albion Hotel, Longroyd Bridge, Huddersfield.
13th Mar.	8pm	Social Meeting, Black Horse, Werneth, Oldham.
1st Apr.		Pennine Link Press Date.
4th Apr.	8pm	Illustrated talk, "India by road, rail and narrowboat", by Bob and Jean Hundley. Royal Oak, Linthwaite, Huddersfield.
5th Apr.		Good Friday, Barrel Roll, Diggle Hotel, Diggle, Saddleworth.
14th Apr.		Motorised Treasure Hunt. Only 12 places available by law. To enter phone Stuart Moreton on Hudds 842062.
21st Apr.		Tame Valley Toepath. Phone Jack Carr on Chorley 65786 for details.
26th Apr.	8pm	prompt. A.G.M., Saddleworth Museum.
4/5th May		Huddersfield Canal Festival. At Aspley Basin. If interested contact Dave Wakefield, Hudds 510781.
8th May	8pm	Social Meeting, Farrars Arms, Grasscroft, Oldham.
2nd June		Uppermill Festival, Uppermill, Saddleworth.
12th June	8pm	Social Meeting, Cross Keys, Uppermill.
10th July	8pm	Social Meeting, Tollemache Arms, Manchester Road, Mossley.
12/13/14th July		Ashton Canals Festival, Portland Basin, Ashton-under-Lyne.
27th July	9.30am	Coffee morning at Huddersfield Town Hall. Volunteers welcome for Cake Stall, Bring and Buy etc. Contact Anne Crosland, Hudds 659748.
14th Aug.	8pm	Social Meeting, Black Horse Hotel, Manchester Road, Oldham.
24/25/26th Aug.		National Rally, Milton Keynes.
11th Sept	8pm	Social Meeting, Diggle Hotel, Diggle.
14/15th	Sept	Tunnel End Festival, Marsden.
6th Oct.		Toepath '85 Sponsored Walk — Marsden to Longroyd Bridge and back.
9th Oct.	8pm	Social Meeting, Farrars Arms, Grasscroft, Oldham.

Working Parties

2 day working parties, the first weekend of each month. Tel. Trevor Ellis for details.

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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