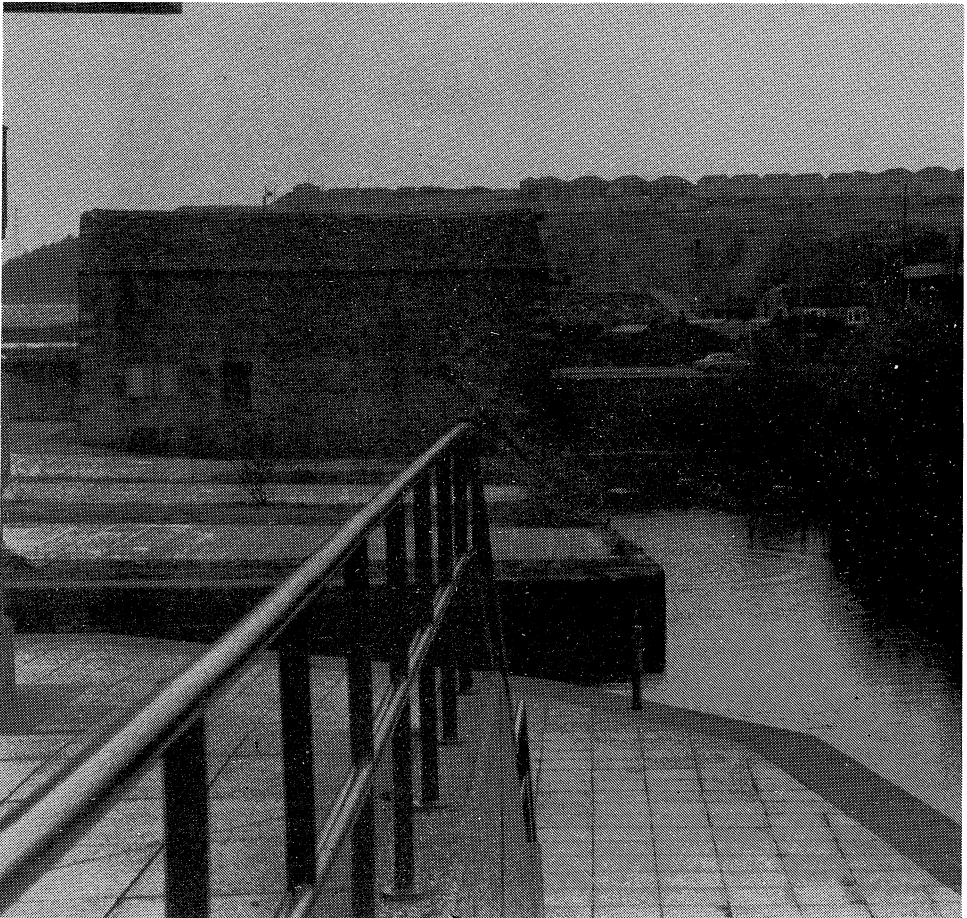


# PENNINE LINK

No.63

May/June 1985



FREE to Members

25p

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**Cover photo:** Wakefield Road 'Bridge' taken from the Huddersfield Polytechnic. Photo: R. Dewey and M. Stiles. Thanks to R. Hall for printing facilities.

The Journal of the Huddersfield Canal Society Ltd.

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Editorial

Whenever Spring arrives the mind starts thinking about the Summers events, with festivals, local shows, parades, exhibitions etc. Whilst thinking about the events the old question of who's going to man them always leaves us scratching our heads. The sales stand which travels far and wide, especially during the summer months, I don't think would travel far but for the 'Little & Large' duo, namely Dave Irving and Steve Pitt, doing a tremendous job (often in unenviable conditions) making sure HCS can spread the word and maybe raise money to swell the HCS bank account. Please, if you feel you could help us even if just for an odd hour we really would appreciate it — it's always nice to see a few different faces too! Telephone numbers of festival organisers are on the Diary page, and anyone volunteering to man the HCS sales stand should please contact Jean Buckley.

SUE GIBSON

**Extracts from the Chairman's report on behalf of the Council of Management 1984, AGM, 26th April 1985**

Ten years after the formation of the Huddersfield Canal Society restoration of the canal has begun in earnest. The opening of the lock in Uppermill marked the end of the first stage in the physical restoration schemes to provide through navigation from Stalybridge to Huddersfield. Three years of digging, rebuilding, landscaping and finally the fitting of two sets of gates proceeded a ceremony at which members and officials of local authorities representatives of the Waterways Board and many others cruised up to the Brownhill Visitors Centre in our trip boat named after the Canal's original engineer Benjamin Outram.

The Society's sales company Loxvend Ltd traded successfully in 1984. The biggest single success was the production of the limited edition print of Dungebooth Lock.

Not only have we raised thousands of pounds through our activities we have found many new friends. The festivals have been well attended by the general public and have received good press coverage. We have lobbied local councillors and waterways officials and heard encouraging public speeches. Our festivals, sponsored walks and sales stands provoke much interest in our campaign and keep us in touch with those who will benefit from canal restoration.

The society's fund raising efforts are essential to maintain the campaigns momentum but massive public funds will be required. Council members have, throughout 1984, attended meetings to promote the restoration.

Throughout 1984 our aim has been to

bring together all five riparian councils with British Waterways Board to discuss restoration. On October 19th with W.S. Atkins we presented our case for a co-ordinated approach to form a steering committee and investigate the possibility of a cost-benefit study to prove the positive economic benefit of restoration. A members steering committee will meet soon but the cost-benefit study was deemed unnecessary in view of all parties support of our aim for full restoration.

The Tunnel End Cottages - opened in 1983 - continued to attract increasing numbers of visitors. At the end of 1984 almost full-time staffing began and we have amalgamated our sales and exhibition area to improve facilities for the public and Countryside Rangers who use part of the building.

Tunnel End Cottages, the Marsden -Slaithwaite Scheme and the hoped for tunnel survey are all supported by West Yorkshire County Council. Greater Manchester Council currently support similar schemes west of the hill. Both metropolitan county councils invest heavily in countryside schemes and their policies of land reclamation and conservation have enabled the Society to promote new projects in 1984 which hopefully will start this year. The planned demise of the Councils in 1986 is disturbing and to date we are not aware of any replacement bodies or of increased spending by the District Councils to fill the gap left by GMC and WYCC. When abolition comes in 1986.

There are two major blockages on the line of the canal at both ends of the canal. Kirklees Council and British Waterways Board are looking at the former section of canal now occupied by Bates and Sellars in Huddersfield near Queen Street South. A preliminary study by students of University of Manchester Institute of Science and Technology has

been produced on the river route through Stalybridge whilst Tameside Council are committed to supporting through navigation using the River Tame it may be more cost effective to resurrect the old line. A costed engineering feasibility study should be produced for the Society in 1985.

In 1985 we shall begin restoration of locks thirty-one and thirty-two west in Diggle with financial support from Greater Manchester Council. Tameside Canals Ltd a new wholly owned subsidiary of our Society should start work on locks one to three West in Stalybridge using Manpower Services Commission labour with grant-aid from G.M.C. and B.W.B. The unfilled section at Uppermill above Lock 23W is under survey by G.M.C.'s land reclamation team. An engineering survey of Standedge Tunnel seems likely and work will begin to remove the Wakefield Road barrier to navigation in Huddersfield both funding from West Yorkshire County Council.

On July 13th 1985 Sir Leslie Young C.B.E. D.L. Chairman of British Waterways Board will open the Ashton Canals Festivals at Portland Basin and during the summer months will chair the first of all council members steering group meeting on the subject "The Huddersfield Narrow Canal". Your council warmly acknowledges the interest shown by Sir Leslie Young and his officers in our canal and help and support from the Inland Waterways Association and members and officers of the five riparian councils. With similar support and good will from all interested parties your council looks forward with confidence to 1985.

## **Tunnel End Reservoir**

At its meeting on April 2nd Kirklees Council's Agbrigg Area Sub-Committee refused all four of B.W.B.'s applications for the new spillway and associated works at Tunnel End Reservoir.

Whilst the detailed reasons are not yet known it is understood that the council felt that there was insufficient information available to them to make a decision.

## **Waterways Summer**

Have you ever felt that you're a small fish in a big pool and that all your efforts amount to nothing? Well, a few years ago the IWA attempted a great organizational feat in the promotion of a Waterways Fortnight. This involved the co-ordination of all the events being organised by the various societies, including HCS, to present a united front to the wider world. With this experience under their belt the IWA have attempted the impossible and are now organising a whole summer of events.

All the major events that HCS are organising this year are being publicised by the IWA to show that the inland Waterways System is alive and well. you'll be glad to know that HCS features prominently in this summer of events. So now you know that you can make a big splash with HCS.

DAVID WAKEFIELD

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

## HIRE A TRADITIONAL STYLE NARROW BOAT FROM MIDDLEWICH

One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North-West system — all the canals are within one weeks' cruise.

Hire one of our traditional style boats. 4-12 berth, some with fully fitted boatman's cabins (cross bed, drop table, etc.) They have enclosed engine rooms, hand painted decorations and plenty of brass to polish.



*Brochure from:*  
**MIDDLEWICH NARROWBOATS**

(WILLOW WREN KEARNS LTD)

CANAL TERRACE

MIDDLEWICH, CHESHIRE CW10 9BD

Telephone: Middlewich (060 684) 2460

**"The Boater's Hire Base"**

## Tunnel End Cottages

Since the last issue alterations have started at the cottages to prepare for the changes to our exhibition. In the West Yorkshire cottage the two back rooms are being combined to form a larger sales area to serve both sides. This will release some of the equipment from their audio-visual display room, which with finance from the Society is to provide a "Standedge Tunnel" exhibit in one of the back rooms of our cottage. Other alterations in hand will make the cottages a better venue for talks, meetings etc.

The suggestion has been made that HCS might want to organise a profit-making refreshment service at Tunnel End, either for larger events only (about once a month) or at weekends. If anyone wishes to run this, helping either personally or as organisor of a rota, please ring me.

TREVOR ELLIS

## Toepath '85

This year will be held on **Sunday 6th October** same route i.e. Slaithwaite-Marsden-Slaithwaite-Longroyd Bridge and back. Planning is now starting again and we promise refreshments this year! Please note the date in your diary and contact Alison Fisher, Tel 842963 (H/Field) or 061-620 4421 for any details or offers of help.

ALISON FISHER

## Toepath '84

Since the publication of Toepath '84 results the Sheard family of 35 Dunford Road, Holmfirth have been in touch to say they felt their children raised more than the winners of the under 16 Prize. On the records there is no note of the under 16 category. Obviously the prize winners remain as awarded but as there has been a misunderstanding, my apologies — and thanks to the Sheard children who raised £28.00.

ALISON FISHER

# Wakefield Road Bridge

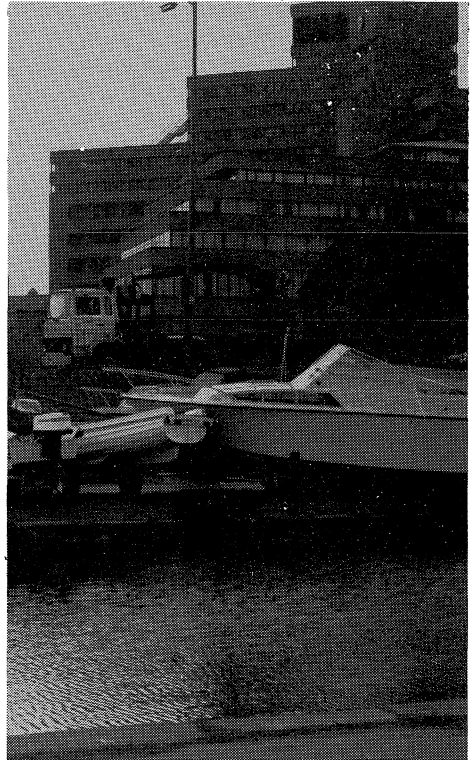
On 18th February West Yorkshire County Councillors decided to remove a major obstacle to reopening the Huddersfield Narrow. The Recreation and Arts Committee resolved to spend £153,000 to put a navigable culvert under Wakefield Road.

The old canal bridge here was replaced by a culvert too small for navigation when Wakefield Road was widened about 20 years ago during the major road construction work involved with building the ring road around Huddersfield Town Centre. Since then the short length of the Huddersfield Broad Canal leading past the Huddersfield Polytechnic to its end-on junction with the Huddersfield Narrow below Lock 1E has been divorced from the main canal network.

The new concrete box section culvert will be large enough to take a narrow channel and a towpath from Aspley Basin under Wakefield Road to the pound by the Polytechnic. This will allow the first part of the Huddersfield Narrow to link to the main canal network when Locks 1 and 2 East are restored, and will give a tremendous impetus to the canal's continued restoration.

Local Huddersfield County Councillors Garth Pratt, the Chairman of the Colne Valley Management Scheme Steering Committee, said this investment would improve the environment, create jobs and increase tourism. He said it was not just a matter of catering for canal minded people. It would improve the environment and the lifestyle of local people, and would bring more people in boats to Huddersfield.

County Councillor John Sully, the Chairman of the Recreation and Arts Committee has already shown his enthusiasm for the environmental and social benefits of canal restoration from the support his Committee have given to



*Wakefield Road 'Bridge' taken from Aspley Basin.  
(Photo: R. Dewey & M. Stiles)*

the restoration of the Rochdale Canal and the joint Kirklees/West Yorkshire M.S.C. scheme in Marsden. The decision to re-open Wakefield Road bridge is a vital step forward. All of the restoration already carried out, or programmed, until now has involved parts of the canal where the main channel existed. This is the first decision to rebuild a culverted section. Wakefield Road will be the first obstacle to go which can only be removed by employing contractors. It may only open up a short stretch of canal, but that stretch will be very significant when the story of the re-opening of the Huddersfield Narrow is told.

**KEITH GIBSON**

So I got it wrong again! Last time I said it was snowing when I wrote this piece but spring would have arrived by the time you read it. It was snowing again when I got my copy! Today the sun is out and it really looks as if spring has arrived. But to get down to basics.

Nothing further to report on Stan. John Morley is still pushing on with No.2, I wonder if he realised what he had lumbered himself with when he first offered to have a go? However it is hoped that No.2 will be ready for launch in a month or two. Perhaps we could have the official launch and naming ceremony at the Ashton Festival? By the way we will need an engine; the present idea is for an outboard. Has anyone out there got an outboard that they would be willing to sell (preferably cheap) or give to the society? If so please contact me or John Morley. Personally I favour an electric outboard.

Benjamin Outram has had a new cage, to protect the stern gear, and two cathodic anodes fitted. The started motor has been giving trouble for some time and is being repaired also the fuel system is going to be cleaned out as trouble has been experienced due to water and dirt.

If all goes according to plan the cruising season on Benji will have started at Easter. Anyone wanting to help crew (I have contacted most people who have shown an interest previously) please contact Harold Nield (Saddleworth 3085) direct to arrange date and time.

**JOHN MAYNARD**

**pennine link  
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½ page	£3.50	£17.50
Full page	£6.50	£32.50
Classified ads 5p per word		
Box No. 50p		



*David Wakefield & Desmond Kaye with Shandy. (Photo: Malcolm Howarth)*

Golden retriever Shandy Kaye showed he had plenty of spirit in last year's H.C.S. towpath walk money-raiser — and the rewards included a special "bonus" at the official presentation of trophies to top walkers at the Albion Hotel, Longroyd Bridge, Huddersfield.

Shandy, who certainly proved that four legs are better than two when it comes to putting the best foot forward, showed little interest in his two commemorative plaques to mark his first place as money-raiser in the last two years. But he was certainly appreciative of the extra award — a juicy bone.

Shandy, seen with owner Mr Desmond Kaye, of Marina Terrace, Golcar, Huddersfield and H.C.S. East side chairman Dave Irving, was sponsored to the tune of over £80, which will be a very useful addition to the society's coffers. In all the walk raised a total of £1,400 with outside societies and organisations also benefitting to the tune of several hundred pounds from the dual sponsorship arrangements.

The top two-legged walker was Tony Willis of Surrey, who came north with a few friends for the towpath stroll and raised £66.50. Meltham Majorettes were the top group with £100, and the most successful under-sixteen walkers were toddlers Keiron and Luke O'Neill, who are near neighbours of Shandy at Golcar. There were also special awards for Civil Aid members and the local radio group, the Raynets, for their help with walk-day arrangements.



## **HCS CANAL CRUISES AT UPPERMILL**

**From May 1st-8th September, Tuesday to Sunday plus Bank Holiday  
Mondays**

Starting from Uppermill Basin (adjacent to Saddleworth Museum), our 70 foot long covered narrow boat 'Benjamin Outram' leaves regularly on a selection of cruises.

**Half hour return trip to Dungebooth Lock  
Adult inc. OAPs 50p, Child 25p.**

1½ hour return trip through Dungebooth & Lime Kiln (recently restored) Locks, under the majestic multi-arched railway viaduct and over the renowned 'old sag' aqueduct, taking in three levels of waterway.

**Adult inc. OAPs £1.20, Child 60p.**

This latter trip can be extended by prior arrangement to allow sufficient time to take in Brownhill Visitor Centre, Clough Bottom Nurseries, the restored trans-shipment warehouse and/or Stonebottom Mills.

### **CHARTERS FOR YOUR PARTIES EXCLUSIVE USE**

Parties of up to 48 persons can be booked for any length of time, any combination of cruising arrangements and, should you so wish, a 'package' could also include visits to other local places of interest, plus arrangements to accommodate parties within local hostelries for either a meal or an evenings enjoyment.

So for your reunion, club/Society outing, birthday or anniversary party, office works, or leaving 'do', school visits - or just another Teddy Bears Picnic or Boston Tea Party.

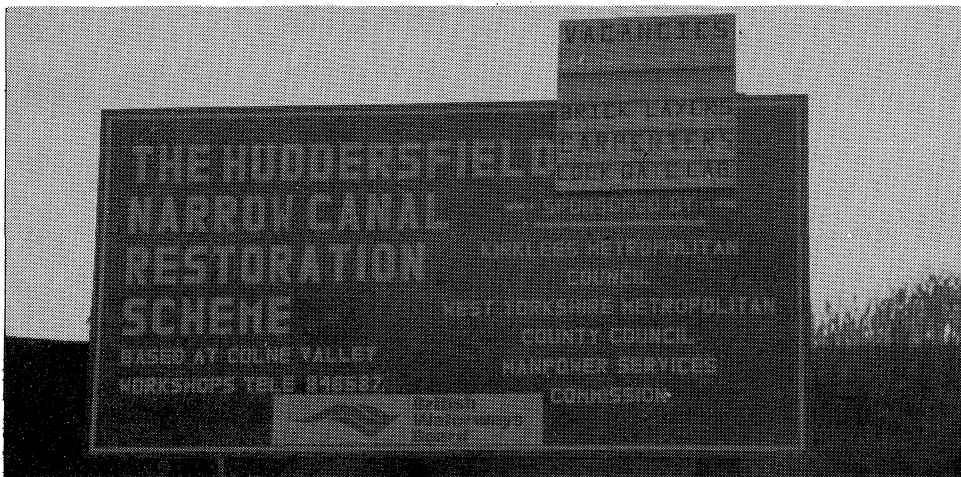
#### **CONTACT:**

Harold Neild, 3 Grosvenor Square, Uppermill, Oldham OL3 6DG  
on  
Saddleworth 3085

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A photo feature showing the tremendous progress now being made by the Kirklees -West Yorkshire Community Programme

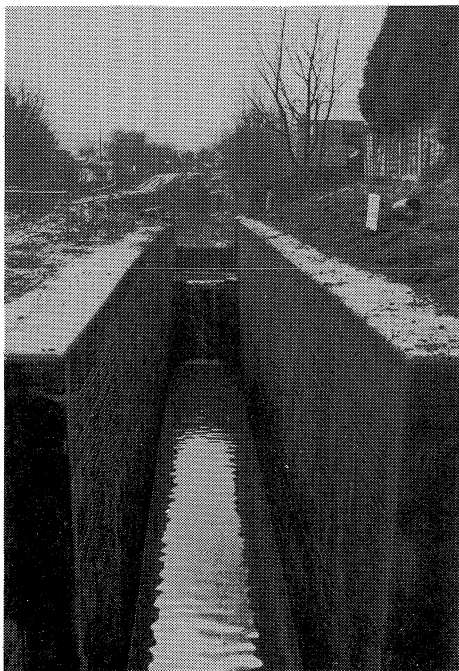
scheme to restore the canal between Marsden & Slaithwaite.



*(photo: Kathryn Goodwin)*

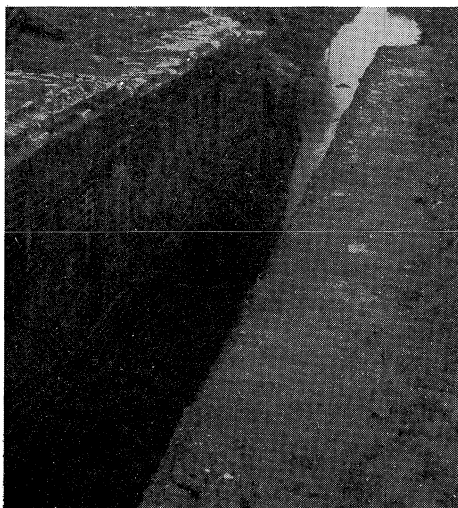


The by wash to Lock 35E.  
*(photo: Kathryn Goodwin)*

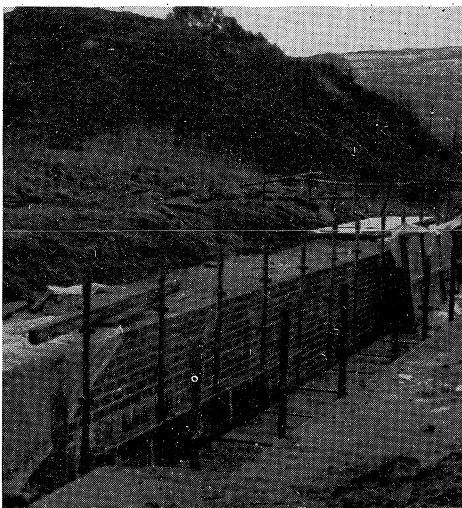


Lock 36E: in a good condition after removal of the concrete cap.  
*(photo: Keith Gibson)*

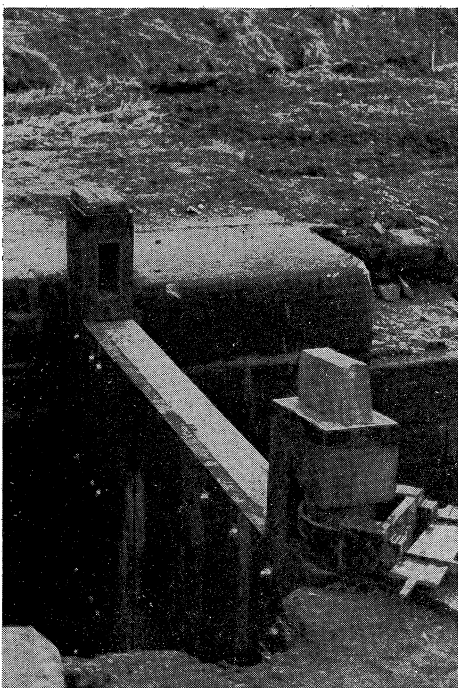
## PENNINE LINK



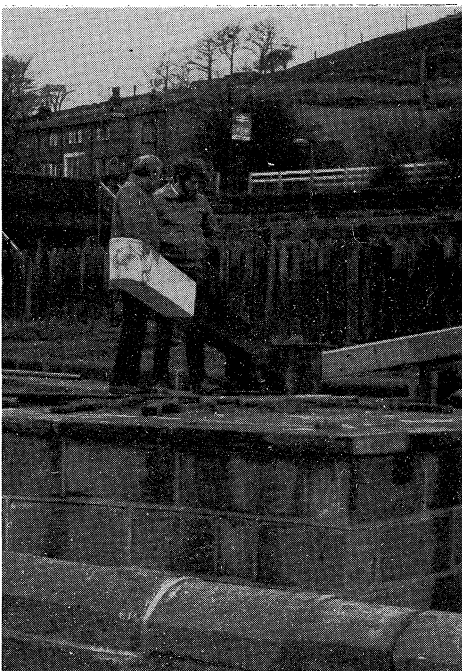
Lock 37E excavated, ready for rebuilding.  
*(photo: Keith Gibson)*



New mass concrete and brick walls to Lock 41E.  
*(photo: Kathryn Goodwin)*



New head gate, Lock 41E.  
*(photo: Kathryn Goodwin)*



Trevor Ellis & Keith Gibson contemplating the secret of life, the universe and everything at Lock 42E.  
*(photo: Kathryn Goodwin)*

## Waterside Heritage Centre

The Basin, which was once one of Britain's busiest canal junctions, has its origins in the opening of Ashton Canal in 1792 and reached the peak of its prosperity in the mid-19th century by which time it was linked to Yorkshire via Huddersfield Narrow Canal and to the Midlands, via the Lower Peak Forest and the Macclesfield Canals, affording Manchester a more direct route for the coal and cotton trade southwards than by the Trent and Mersey Canals. As we know the past 10-15 years have seen the canals emerge from a long period of decline into an exciting period of restoration with Portland Basin now forming Tameside's focal point on the 100-mile Cheshire Ring of leisure cruiseway canals. The area which is a well known local place of interest has become very run down. It has great potential for improvement.

### Developments to Date

In the vicinity of Portland Basin, environmental improvements on former derelict land adjoining the canal has been landscaped, providing the venue for the Huddersfield Canal Society's annual festival and leading into an attractive walkway south alongside the Lower Peak Forest Canal. Immediately to the east of the Basin is a landscape car park.

To the east of the Basin it is proposed to dredge and clear the Huddersfield Narrow Canal from the Basin to its head at Bayley Street in Stalybridge and carry out improvements to the towpath including landscaping treatment. Tameside Council also wish to provide a riverside walkway linking the Basin to Stalybridge Town Centre. They have recently agreed to acquire the Piggeries area north of Furnace Street, Dukinfield in the bow of the River Tame to transform it into a landscaped area with a

new commercial/recreational development and riverside walkway. G.M.C. has recently considered the issue of recreational cycle routes on disused railways and canal towpath and highlights Tame Valley as an area for early action.

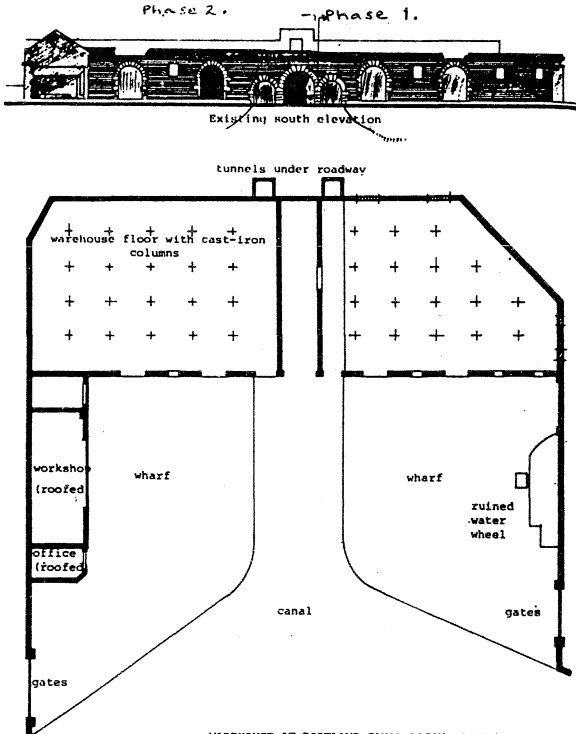
### Tameside Council's Proposals

#### Phase I: Museum

This is the partial rebuilding and repair of the fire damaged warehouse and listed building at the Basin to provide a new educational and recreational museum facility on two levels. In addition to improving the environment of the Basin area it will, through permanent and temporary exhibitions, demonstrate the impact of the canal system on the social and industrial history of Tameside in particular and the North-West in general. The development also incorporates land between the building and the canal for the exhibition of larger artefacts and includes the restoration of a 24' diameter cast and wrought iron water wheel. The wheel was driven by water falling from the canal into the River Tame and operated a system of windlasses and hoists within the warehouse. Two of the windlasses are still in situ in the building and these are to be renovated.

#### The Museum's Approach

Unlike many museums which are sited in anonymous municipal buildings, the Portland Basin area and the warehouse building are an integral part of the subject matter of this museum. At the junction of the Peak Forest, Ashton and Huddersfield canals in the centre of an industrial area, the location is an excellent starting point for an explanation of how Tameside became a nationally important manufacturing area in the 19th century. The building which will house the museum was built specifically to receive raw materials and



WAREHOUSE AT PORTLAND CANAL BASIN, ASHTON

EXISTING STRUCTURE

SCALE - 1:400

distribute finished goods. The area also features in the social history of the Tameside area, being known locally as the Weaver's Rest where unemployed cotton workers committed suicide during the Cotton Famine of the 1860's and the 1930's Depression. It therefore lends itself to a museum of economic and social history rather than a technological 'how it was made' approach. Proposed topics to be covered by the permanent exhibitions at canal level are:

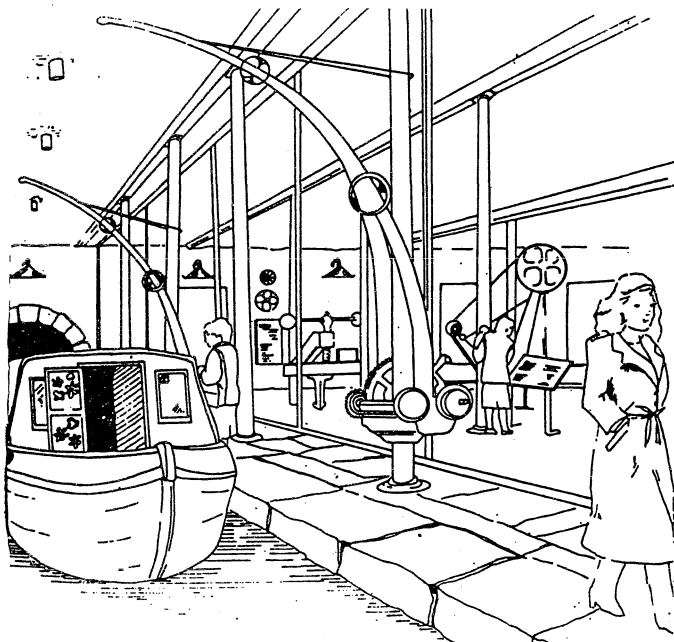
- 1 geographical position
- 2 natural resources
- 3 transport network
  - (a. impact of the canals; b. commercial use; c. the development

of dependant industries)

- 4 types of industry
- 5 innovators and owners
- 6 working conditions
- 7 home life
- 8 community life
  - (a. education; b. religion; c. immigrant workers)

### Presentation

The presentation of information in an attractive and accessible way is obviously of great importance and in addition to static displays of 2d and 3d material, it is hoped to provide video and audio visual programmes examining or explaining in greater detail topics covered by the exhibitions.



The site provides great opportunities for work relating to the interpretation of the environment, extending the activities of the service beyond the boundaries of the building by exploring the natural history of the canal and river and the industrial and architectural heritage of the area through towpath walks and canal boat trips. Other ways of extending the service into the community will be through an education service which will not only assist visitors to the museum but will also take museum objects into, primarily, schools but also community centres through talks, travelling exhibitions and a loans service.

It is envisaged that Phase I of the scheme will provide a catalyst and stimulus for private investment in the Basin area by highlighting the re-development potential of the area.

#### **Estimated Costs**

Tameside Council are hoping the scheme will be able to start during the summer and estimate that the cost of

repair and fitting out the interior for this first phase to be £241,250 plus £20,000 for the waterwheel restoration.

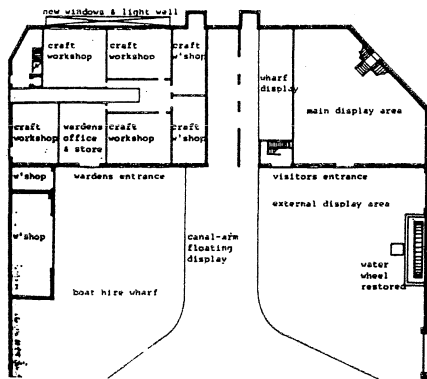
To date the project has received £160,000, £100,000 of Urban Aid money and £60,000 from Greater Manchester Council.

#### **Phase II: River Valley Warden Accommodation, Craft Workshops etc**

A complementary scheme is proposed for the other half of the listed building. In addition to providing accommodation for the Tame Valley Wardens it is hoped to attract private investment into this part of the site. Light commercial or industrial development relating to the museum's activities or oriented towards other recreational and leisure uses would be most appropriate. The Council has a flexible and pragmatic attitude towards the re-development and would wish to see the private sector play a major role with the aid of local authority pump priming.



Proposed south elevation



PROPOSED WATERSIDE HERITAGE CENTRE, PORTLAND CANAL BASIN

SUGGESTED LAYOUT AT WHARF LEVEL

SCALE 1:100

### Estimated Costs

Tameside Council who as yet are unsure when Phase 2 will begin (this obviously depends on the private investment) estimate the cost of refurbishing the rest of the building to be £240,000.

### Phase III: Marina Complex

The worst eyesore in the Portland Basin area is that of the dilapidated and decaying industrial landscape to the west of Ashton New Wharf within land bounded by Margaret Street, Whittington Street, Welbeck Street South and the Canal. The estimated cost of clearing this 0.75 hectare (1.85 acre) site is £400,000 and once this land has been acquired it can then be developed, in conjunction with land at Ashton New Wharf, including the fire damaged Grade II listed warehouse which is in the British Waterways Board's ownership, as a Marina Complex together with associated uses including a number of small industrial and/or office units and at the appropriate time a public house, restaurant or hotel. The Marina will provide for 150 boats which can be run as a viable commercial concern as can the activities carried on from the former Grade II listed warehouse. It is estimated

that the cost of constructing a marina would be in the order of £500,000.

## 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.

## Deeds of Covenant

Those who wish to help the Society further by paying your subscription under a deed of covenant then please write to or phone me for details.

SUE BRADBURY, Treasurer

## Classified Ads

The Witter 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.

## Press Date

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

The Ashton Canals Festival will be held as usual in the second weekend in July — Friday, 12th to Sunday, 14th.

Friday night's entertainment will be by Bernard Wrigley (The Bolton Bull Frog). Saturday night's will be the Dave Donohoe Jazz Band.

Saturday and Sunday afternoon will be enlivened by the Saddleworth Morris Men, Burnage Brass Band, Ukranian Dancers and a host of other acts.

At the Opening Ceremony on Saturday, we will be joined by three MP's, three MEP's and the Chairman of BWB, Sir Leslie Young.

CAMRA will be in charge of liquid refreshments and will have more than adequate variety.

Any queries about the Festival should be sent to:

*Boats and Moorings: Alan Pollitt, Tel: Mossley 6668.*

*Trade Stands: Malcolm Fraser-Smith, 34 Stockport Road East, Bredbury.*

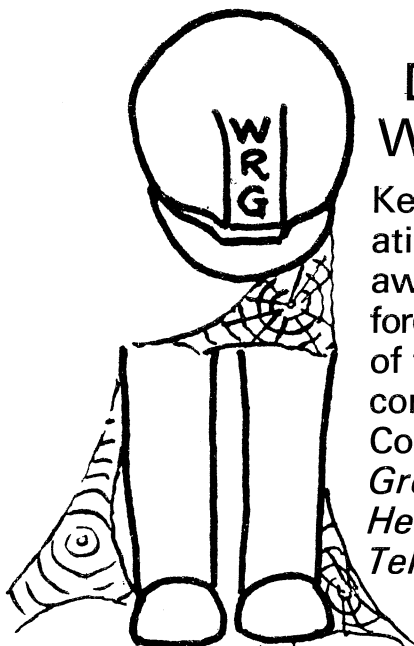
*General Enquiries: Brian Minor, Tel: 061-789 4867.*

We have enclosed three books of raffle tickets with this edition of Pennine Link. Every ticket sold is clear profit so please do your best with them.

Extra tickets are available from:  
*Vince Willey, Tel: 061.330 9810.*

Vince would also welcome any offers of help to join in the pre-Festival pub crawl when the majority of the raffle tickets are sold.

See you in July.



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Contact: *Waterway Recovery Group. Malcolm Bridges, 3 Heatherbank, Littleborough. Tel: 0706 78582*



Following the success of the scheme to restore the towpath on the Peak Forest Canal from Dukinfield to Gee Cross which began last May, the Tameside Canals Development Association has been negotiating to continue work on the canals in Tameside for a second year. In the first year more than 100 people have been employed under the Manpower Services Commission's Community Programme procedure.

Since the last issue of Pennine Link, Unit Manager, Stephen Whitby, Councillor Frank Ruffley, David Sumner and myself have attended numerous meetings, with B.W.B. officers, with Tameside Council, and G.M.C., but the main task of organising the second year has, inevitably, fallen on Steve Whitby. We believe we now have a realistic programme to employ the same number as last year on a continuation of the Community Programme scheme. As previously reported, the main part of the project is to restore the canal between Ashton and Stalybridge, but work will continue on environmental and landscape treatment of parts of the Peak Forest Canal.

Apart from relatively small (though still very welcome) donations from the Waterways Board and Greater Manchester Council, year 1 has been financed largely through M.S.C. funding. Year 2 is more costly and more complex to organise. The scheme has, in fact, outgrown its sponsor, the Tameside Canals Development Association. That informal joint venture between Huddersfield Canal Society and the Peak Forest Canal Society does not have the substance to satisfy the M.S.C. that it can take on a more demanding project.

It has, therefore, been decided to form a limited liability company, Tameside Canals Ltd. This will be wholly owned subsidiary of Huddersfield Canal Society Ltd. The initial Directors will be: *Frank Ruffley,*

*Guy Martin (Inland Waterways Association), David Brown (Peak Forest Canal Society), David Sumner (H.C.S.), Sue Bradbury (H.C.S.), and Keith Gibson (H.C.S.).*

Councillor Frank Ruffley will continue as Chairman. When it became clear that some form of limited liability status was required the advantages and disadvantages of various forms of Company and links with Huddersfield Canal Society were considered by the members of the original Association and by your Council. We believe that this direct link with H.C.S. is the best approach. Whilst retaining the name "Tameside Canals" and the advantage of a managing committee formed from wider interests than just H.C.S., it avoids any possibility of confusion, duality or fragmentation of efforts. It allows this Society's existing financial and administrative experience and organisation to be used, and it may have benefits from our charitable status.

It was reported in the last issue that G.M.C.'s Planning Committee have agreed to donate £45,000 to the project and that Tameside Council's Planning Committee wish to give their support. That same Council's Recreation Committee have also decided to support the project. It has been agreed that G.M.C. will give ecological and landscape advice. Tameside Council are to give engineering advice. B.W.B. will, hopefully, be able to support this scheme and this Society has offered financial aid. The Inland Waterways Association may also aid the project.

As this is being written Tameside Council's M.S.C. Agency are about to submit the Application Form for Year 2 of the project for the approval of the M.S.C. on behalf of Tameside Canals Ltd. There are still many questions of detail to resolve, but these will, we hope, be overcome soon or as work progresses.

KEITH GIBSON

As predicted in the last Pennine Link, work has now started on the restoration of lock 32W, which is the summit lock on the western side of the canal, close to the entrance to Standedge Tunnel. Initially work is to be concentrated on re-excavating and re-building the by-wash weir. This will provide a passage for the water supply during the clearance of the actual lock chamber.

Unfortunately the by-wash weirs on the Diggle flight of locks must be about the deepest in the country, the ones lower down the flight which are still intact being at least six feet below the lockside. We suspect that this was to overcome problems of water seepage and frost damage reported in the writings of John Sutcliffe who examined the canal about the time these locks were built. All the older locks so far cleared have what we think is a blocked

by-wash channel just below the bottom gates.

The attraction of working on the highest unrestored lock in England (the Marsden Slaithwaite team have done the other) has already attracted a number of volunteers and we have interest from four visiting working parties at the time of writing. In view of this interest (and in order that we stand a decent chance of completion before the rest of the canal is opened!) we have doubled the number of working weekends and are now working on the **first and third weekends** in the month. We work both days, with special three-day effort planned for the 4th, 5th and 6th of May when we have a vivst from London WRG-yes, I know it clashes with a festival! Enquires to me on Huddersfield 34666, please.

TREVOR ELLIS

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Laurence Sullivan's article in the last Pennine Link set me thinking about lock names. My friend Felicity Tipple has in her possession a set of 5 maps published by G. Bradshaw in 1825. These show the canals and rivers of England at that time.

When I compared the list in the Huddersfield Towpath Guide with those shown on the map I realised that in fact we do have the names for the majority of the locks, both west and east. Interestingly enough Dartmouth Lock is not amongst those named on the map but was shown as number (23) linked with number 22.

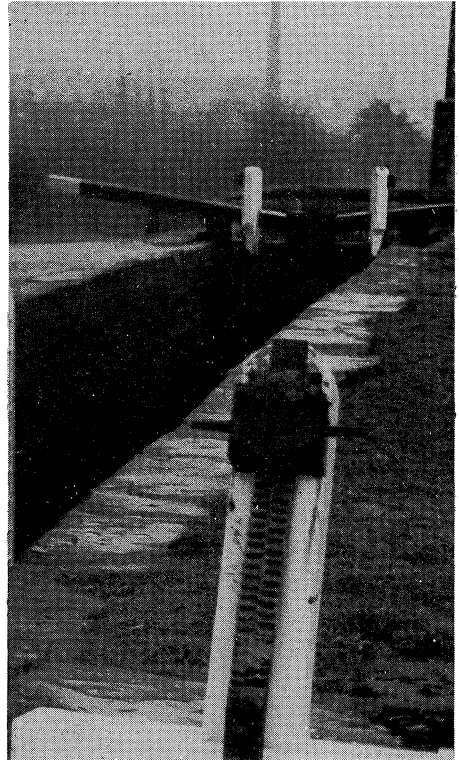
The complete list, taken from the map is:

**EAST**

- 1 First Lock
- 2+3 2 Locks
- 4 Long Royd Bridge Lock
- 5 Mark Boltons Lock
- 6-10 5 Locks
- 11 Rough Holme Lock
- 12-13 Ramsden Locks
- 14 Golcar Brook Lock
- 15-16 Westwood Locks
- 17 Can Lock (these maybe in
- 18 Holme Lock reverse order)
- 19 Spot Lock
- 20 Water Side Lock
- 21 Pickle Lock
- 22-23 2 Locks
- 24 Shuttle Lock
- 25 Shaken Wood Lock
- 26-30 4 Locks
- 31 Booth Lock
- 32-33 Pig Tail Locks
- 34-42 Francis Locks

**WEST**

- 32 Summit Lock
- 31 Warth Lane Lock
- 30-25 6 Locks
- 24 Wool Road Lock



*Lime Kiln Lock. (Photo: R. Dewey & M. Stiles)*

- 23 Lime Kiln Lock
- 22 Dungebooth Lock
- 21 Upper Mill Lock
- 20 Hall Lock
- 19-18 Royal George Locks
- 17-16 2 Locks
- 15 15th Lock
- 14 14th Lock
- 13 Thirteenth Lock
- 12 Whiteheads 1st Lock
- 11 Eleventh Lock
- 10-9 2 Locks
- 8 Stayley Hall Lock
- 7 Top Lock
- 6 Castle Hall Lock
- 5-4 2 Locks
- 3-2 2 Locks
- 1 Ashton Lock

Some of you may have noticed articles in the local press, including 'Huddersfield Examiner' Tuesday, January 22nd, regarding horsedrawn boat trips at Tunnel End. The British Waterways Board is currently considering the proposal to determine whether it is prepared to grant a licence for 12 months trial.

Kirklees Council has a working party looking into the feasibility of a horseboat, but before making a decision on the service, the working party has decided to ask for a detailed report, including costings.

I have offered assistance in providing information based on the seven years' practical experience of the Ashton Packet Boat Company with boathorse "Sonny".

As the Boat Committee of the Canal Society has pointed out previously, a horseboat would have a disadvantage at Tunnel End in negotiating Standedge Tunnel. There is no towpath inside the tunnel for the horse, and it is a very long, long, way to leg on a regular basis. However a horseboat might be of interest until the tunnel is opened.

Whether the horseboat would be redundant on the opening of the tunnel, or could operate by taking trips towards West Slaithwaite whilst a motorboat

plied the tunnel waters needs to be discussed between interested parties.

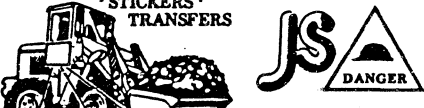
I hope at the very least that the Huddersfield Narrow will be restored such that a horse can use the towpath to bring a boat along its length. Whether passing by, or attending festivals and rallies, as Sonny did at Uppermill last year, the horseboat can hardly be considered a hazard when there are so few in the country. Cameras regularly click as we ply the waters; it is not just tourists who like to see our horseboat, but many boat owners too. I'd like to see the historic boat lane put to its original use, as a boathorse determines its route once more.

Sonny has not been boating over the winter months, instead I have been riding and jumping him on the social rides of the Colne Valley Saddle Club. I have reintroduced him to driving at the request of the Boat Company — he had not been driven to a vehicle for eight years when he last pulled a living-wagon to Somerset and back. Boathorses are versatile! Oh, he thinks sledging in the snowy fields is great fun too! It is back to the canal waters by Easter Day.

For those who have had difficulty in contacting me, the Ashton Packet Boat Company telephone number is useful, 061-301 2368 (try anytime).

SUE DAY


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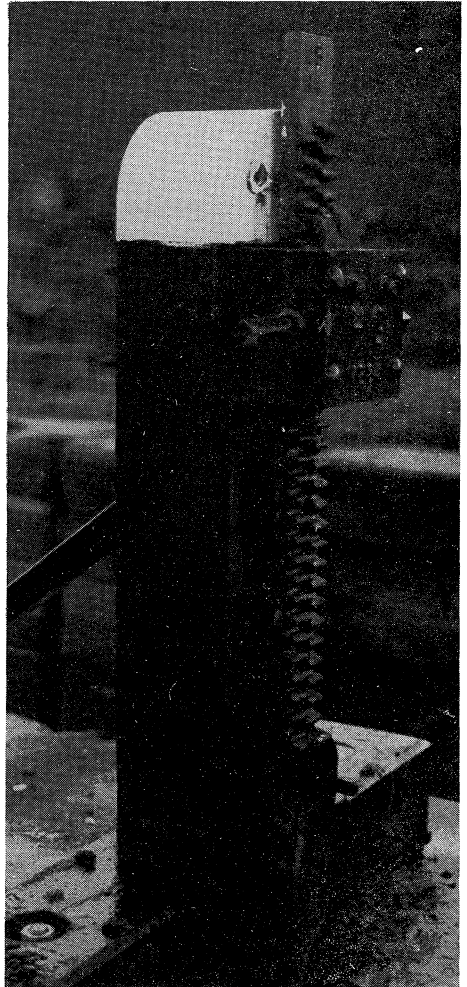
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Traditional ground paddle gear being installed by the Kirklees-West Yorkshire M.C.S. scheme in Marsden. Similar to that installed by the Society's volunteers at Uppermill.

Until now we have been able to fit such traditional gear on the locks which have been restored. The acceptance of the likelihood of total restoration is evidenced by the Waterways Board's decision that all future restored locks on the Huddersfield Narrow must have hydraulic gear. This applies to the Marsden-Slaithwaite scheme, to the Diggle Locks and to the Tameside Canals project. The Board will replace the existing mechanical gear already on locks at Uppermill and Marsden with hydraulics.

The Waterways Board believe that hydraulic gear, in which turning the windlass operates a pump which drives hydraulic fluid through small diameter pipes to a ram which actuates the paddle, is safer for use by holiday boaters than the older mechanical gear. It is not possible to trap fingers between cogs and racks. Many enthusiasts, however, view the replacement of traditional gear with dismay, not only because of the loss of a historic feature of canal engineering, but also because they believe hydraulic gear has an inherently dangerous downfall. Although it could prevent small accidents, they believe hydraulic gear could create the situation whereby a relatively minor incident could become a major accident. The sort of occasion when through incompetence, stupidity, or just downright bad luck it is necessary to close the paddles quickly when a boat is in a lock. In these circumstances, many would say, hydraulic gear is far too slow to close. They would say that the Board have been forced to adopt this attitude by misguided, though well-meaning, pressure for safety measures from the Health & Safety Executive.



*Photo showing traditional ground paddle gear.  
(Photo: Keith Gibson)*

Your Council have discussed this matter. Although as individuals some of us may object to hydraulic gear, we have decided that the aim of the Society is to restore the canal. We do not intend to argue in favour of one form of paddle gear compared to another. Our aim is to get the gear on the canal. To get the canal open again, whatever form of paddle mechanism is used.

**KEITH GIBSON**

**The Diary of a Reluctant Mariner**

The Story so far:—Anne & Ken, with children Simon (now just 16) and Sarah (now 10) and William the Dachshund have completed their first week afloat on the Leeds and Liverpool canal. We join them in April 1981, at the start of their second adventure, at Worsley on the Bridgewater Canal.

**“Chester, here we come!”**

**Day 1, Friday;** Arrived at boatyard 2.30 p.m. in driving rain and sleet after leaving home in snow three-quarters of an hour earlier! Looked likely to get worse rather than better. Boat v. compact (Cheshire Plains “Crossdale”, now retired) but so much smaller than last year’s “Arkendale”. Boatyard gang not too keen on getting soaked through so we were on our way as soon as stowed after a 50 yard test run! (Heaven help first-timers: the nearest lock is about 50 miles away!)

Ken soon soaked through; no time to change before sailing, and the funny gas wall heater doesn’t work. Great! Also the boat has no “back” on. Just a deck and a tiller and no rails or seats. HE is going to moan, I know it.

Very straight, through interesting industrial scenery of Trafford Park — all in the strange orange coloured water the canal has in these parts (HE says its rust from the old machinery in the coal mines!) — and over Barton’s famous Swing Aqueduct over the Manchester Ship Canal. Remarkable sight. Poor Ken v. wet and cold but now in his “yellows” so feels a bit better. Teeming down.

Cleared up about tea-time and did some essential shopping in Stretford — including a decent potato pan for my hungry lot. William somehow fell overboard but his lead was tied to the tiller so he “hung suspended” over the end,

in his harness, looking for all the world as if he was paddling! Silly dog.

On through Altrincham, past the University Boathouse (where they test their concrete canoes, HE informs me). Some beautifully kept narrow boats and (grudgingly!) cruisers, too. Round the fringes of Dunham Massey to Lymm for the night — good progress but boring for the crew — stuck downstairs in an unheated cabin. No locks at all.

Curry and fruit pie for dinner. Ken and I went into Lymm to the Golden Fleece. Very pleasant but snowing on the way back — watched a bit of telly and then bed — v. tired. Ken had a few more goes at the calory thingy heater, but no good.

**Day 2, Saturday;** destination Middlewich, 4 locks, 3 tunnels. A very wild night — wind and rain lashing the boat — managed to sleep alright and didn’t find it v. uncomfortable (we are sleeping on the table, as last year!) Didn’t get up until late as shortish day. Ken and children went to shops and to ring Worsley re gas heater. Simon bought William a squeaky “newspaper” that lasted 5 minutes! (The squeak, that is; he carried around the bit of white plastic that was left for about two years!) Needless to say nothing wrong with heater. We had not been told that it didn’t light up even when it was full on! Much better now we’re warm.

Set off at 11.00 passing lovely scenery at Lymm and Grappenhall — some v. luxurious boats around Lymm Boat Club (where HE was instructed to “SLAH DAHN” on his earlier trip 16 years ago). On to Preston Brook and the start of the Trent & Mersey. Through Preston Brook tunnel (all 1239 yards of it). V. impressive. Our first lock — all 6” of it. Ken was tempted to try and jump it but restrained himself! Then passed I.C.I. — equally impressive but not v. picturesque. Looks

massive and really lovely scenery around it. Saw plenty of herons. Weather really cold and wind very biting but the cabin nice and warm. Poor Ken, not even able to sit down, is out there dolled up to the nines, having coffee "with a bit of something in it" at fairly frequent intervals. So far he hasn't hit anything! Decided we could make Middlewich — did my first lock (one strong youth short this year) and managed alright. Moored up almost opposite the end of the Middlewich Branch Canal next to a pub.

Good job "almost opposite". We were just mooring when a narrow boat shot out of the branch canal like a rocket, roared across our cut and ploughed into the bank just astern of us. Steering (or not steering, more correctly) was a young man quite unperturbed, in a full-length suede coat! Simon and I hung onto the ropes like grim death while Ken and Sarah ran to help. The wash was enormous. William just barked.

Dinner steak and kidney, fruit pie and cream. Went to pub, having to climb over wire fence to get out of mooring! Far too "musical" so tried another one; v. grotty but beer good. Back and in bed by 11.00 p.m. An interesting day with an old salt works museum (closed, of course, in April) a barges' graveyard.

**Day 3, Sunday;** destination Beeston, 10 locks, saw gold-crested wrens, house martins, blackbirds and lovely, elusive herons. Up early for a good start. Up the first locks alright — wind v. strong and icy cold, much colder because of the wind than any other day, and very exposed lengths. Lovely countryside, massive farms — very prosperous area, it appears.

Stopped at Church Minshull. The lock here plays a major part in one of **HIS** long stories. On his earlier trip aboard a

converted wooden butty, "LIVY", they jammed tight in the lock which had shrunk to 6'-11" whereas "Livy" had spread to 7'-1"! The lock-keeper flushed the boat out by opening both the top paddles with the bottom gates open. Then HE borrowed the lock-keeper's plane and took enough off the side of the boat to squeeze through. Needless to say HE didn't quite make Chester! (His version takes **hours**).

Church Minshull lovely Tudor style village (maybe genuine) all half-timbered and in beautiful condition but absolutely empty at 10.15 on Sunday. As I have said before all pretty villages are deserted! And the paper shop was closed. Back on board for 10.45. Wind so cold went on to Barbridge Junction and moored up to make phone calls. Mum glad to hear from us. Thick snow and blizzards at home. Sarah's friend Marie coming to join us tonight and Simon goes back home to revise for his 'O' levels. Made fairly unwelcome at pub so sailed on.

Did a bit of locking — getting quite used to it. Stopped to get some "yellows" for Sarah and me at Bunbury but, perhaps because they were so hard from the cold, both pairs cracked all along the folds within an hour! They'll have to go back!

Dinner cold chicken and veg, bakewell tart. Marie arrived (now at Beeston) at 7.00 p.m. Only just got out of the village this morning because of the snow. Sorry to see Simon go — we need his strength now we're on big lock gates again on the "Shroppie". He looked quite miserable. Went to the "Shady Oak" and had a good time with other boat people. Bed 11.00. Be nice to come back here tomorrow after Chester.

Read the next thrilling instalment. "Sunny Monday in Chester!"



**WATERWAYS TOUR 1985**

**MAY**

- Wed. 1 The Railway, Appley Bridge, Nr Wigan 7.30\*
- Thu. 2 Lathome Slipway, Crabtree Lane, Burscough 7.30\*\*
- Fri. 3 Melling Tithebarn, Tithebarn Lane, Melling 8.00\*\*
- Sat. 4 Crooke Hall Inn, Crooke, Nr Wigan 7.30\*\*
- Sun. 5 Preston Canal Festival (junction of Aqueduct St. and Tulketh Brow) 3.00\*\*
- Tue. 7 Cheshire Ring Hotel, 72 Manchester Rd, Hyde. 8.00\*\*
- Wed. 8 The Crossing, Furness Vale, Nr New Mills 8.00\*
- Thu. 9 Canal Basin, Whaley Bridge 7.30\*\*
- Fri. 10 Navigation Hotel, Stockport Rd, Marple 8.00\*
- Sat. 11 J.C.B. Lakeside Club, Rocester, Nr Uttoxeter 8.00\*\*
- Sun. 12 Fools Nook Inn, Sutton, Nr Macclesfield 7.30\*
- Mon. 13 The Railway, Biddulph Road, Congleton 7.30\*\*
- Tue. 14 Packhorse Inn, Station Road, Longport, Stoke 7.30\*\*
- Thu. 16 Holly Bush Inn, Denford, Nr Cheddleton 7.30\*\*
- Fri. 17 Eating House, Froghall 7.30\*  
Tel: Ipstones 486 for details.
- Sat. 18 Black Lion, Consall Forge, Nr Wetley Rocks 7.30\*\*
- Sun. 19 The Boat, Basford Bridge, Cheddleton 7.30\*

**Lancaster**

**Peak Forest**

**Uttoxeter**

**Macclesfield**

**Caldon**



<b>Trent &amp; Mersey</b>	Tue. 21	Packhorse Inn, Station Road, Longport, Stoke 7.30*
	Wed. 22	Romping Donkey, Hassall Green, Nr Sandbach 7.30**
	Thu. 23	Kings Lock Inn, Middlewich 7.30*
<b>Shropshire Union</b>	Sat. 25	} International Waterways Festival 4.15* Ellesmere Port 3.00** 2.00*
	Sun. 26	
	Mon. 27	
	Wed. 29	Shady Oak, Tiverton, Nr Tarporley 7.30*
	Thu. 30	Bridge Inn, Audlem 8.00**
	Fri. 31	Talbot Inn, Newcastle Road, Market Drayton 7.30*
	<b>JUNE</b>	
	Sat. 1	The Anchor, Old Lea, High Offley, Nr Woodseaves 8.00*
	Sun. 2	Wild Hollow, Monks Wall, Gnosall 3.00**
	Tue. 4	Bridge Inn, Brewood, Nr Wolverhampton 8.00*
	Wed. 5	Autherley Boat Club, Oxley Moor Road, Wolverhampton 8.00*
<b>Leeds &amp; Liverpool</b>	Thu. 6	The Anchor, Salterforth, Nr Barnoldswick 8.00**
	Fri. 7	<i>The Anchor, Gargrave 8.00* This performance is sponsored by Crispin and Gillian Shave, Snaygill Boats, Skipton.</i>
	Sun. 9	Marquis of Granby, Riddlesden, Nr Keighley 8.00**
	Mon. 10	Railway Hotel, Calverley Bridge, Rodley 8.00**
<b>Aire &amp; Calder</b>	Tue. 11	Adelphi Hotel, Hunslet Road, Leeds 10 8.00*
<b>Calder &amp; Hebble</b>	Wed. 12	Jolly Sailor, Thornes Lane Wharf, Wakefield 8.00**
	Thu. 13	The Navigation, Broad Cut Road, Calder Grove, Nr Wakefield 8.00*
<b>Staffs. &amp; Worcs.</b>	Sat. 15	Round Oak Inn, Ounsdale Road, Wombourne 8.00**
	Sun. 16	The Vine, Dunsley Road, Kinver, Nr Stourbridge 8.00*
	Mon. 17	Black Star, Mitton Street, Stourport 8.00*
<b>River Severn</b>	Tue. 18	Camp House Inn, Grimley, Nr Worcester 8.00**
	Wed. 19	The Plough, Waterside, Upton-on-Severn 8.00*
<b>River Avon</b>	Thu. 20	Fleet Inn, Twyning, Nr Tewkesbury 8.00**
	Fri. 21	Ye Olde Black Bear, High Street, Tewkesbury 8.00*
<b>Aire &amp; Calder</b>	Sat. 22	West Yorkshire Waterways Festival, Fall Ings, Wakefield 3.30**

\*Manchester-Super-Mare — the dramatic history of the Manchester Ship Canal, its construction, its effect on the town of Manchester and its threatened future in this age of motorways and giant container ships. Our story of the "Big Ditch" follows the fortunes of Manchester's short cut to the sea. Imagine, Manchester — a seaside resort!

\*\*Just the Job — welcome aboard for the holiday of a lifetime! Join the adventures of a family on their first canal holiday.

Dear Editor,

A canal clean up has been proposed, to take place over several weekends starting in May.

The stretch to be cleared is from Lock 5 at Longroyd Bridge up through Battery Basin and Stoney Battery to Lock 6 at Stoney Battery Top Length. It is also intended to do a rubbish clearance of the adjacent stretch of the River Colne at the same time.

The aim of the clean up is to enable the Angling Club to restock the canal with fish - you may recall that a large number of the fish were destroyed last year due to pollution - and also to make the area more attractive for people using the towpath. It is also hoped to make the clean up a sponsored event in aid of the Ethiopian Famine Appeal and the Mayors Canal Fund.

No dates have as yet been set but it is hoped that the project will start in May and last for several weeks. A large number of volunteer workers are required. For anyone interested in taking part, I would be grateful if they would contact me.

Yours sincerely,  
**SALLY CUNNINGHAM**  
 (Keep Britain Tidy)  
 Tel: Huddersfield 644664

Dear Editor,

I would like it if more young people came to the canal. I think more youngsters could get a bit more involved in helping to restore the canal.

It is just not being a member that helps, it is the help that people give that helps more.

The more people that come along to working parties the sooner we will have the canal restored.

How about YOU. When did YOU last come along and help?

**CRAIG WATSON** (age 10)

## OBITUARY

H.C.S. regret to announce the passing away on March 22nd 1985 of Hesperus, a long and faithful servant of both H.C.S. and Waterway Recovery Group.

After a long illness and major surgery, she passed away peacefully. She will be sadly missed.

No flowers by request, but donations of a long wheelbase, diesel engined Transit van may be sent c/o the East Side Chairman.

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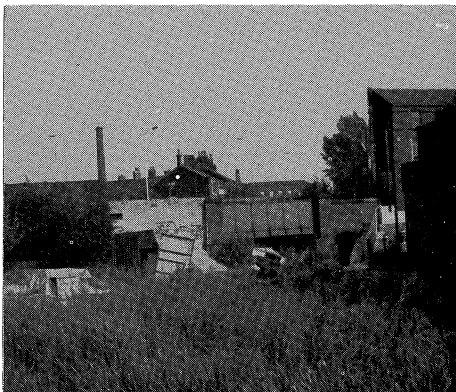
It's now thirteen years (approx) since I first explored the Huddersfield Narrow. In the light of the pleasant spring weather and the continued progress on restoration. I thought it time for a complete survey. Just my luck to select the day when, despite the forecast the rain didn't stop! Having negotiated the subways of Ashton, I reached Whitelands Road where it all begins. It's difficult to say whether the Ashton-Stalybridge section is much worse than it was, it was a mess then. Now it's crying out for restoration. (Incidentally locks 2 + 3W were not capped/culverted in those days) Surprisingly Stalybridge hasn't changed that much. One thing that did surprise me is the fact that a number of properties on the old line are now for sale what a useful investment they would be.

Between Grove Road and Mossley quite a lot of effort has gone into improving the towpath and surroundings including wall building. A great effort making the walk easier - I recall the section near Scout Tunnel being almost impassable. Similar work is in progress between Royal George aqueduct and Well-i-hole. Again there are two locks which were open in 1972 which have now been 'improved' (?)

From Uppermill to Woolroad we all know the improvements the two locks now have safety ladders courtesy of BWB.

The Diggle flight has changed little, although HCS working parties are just beginning to make their mark at the top lock.

I followed Boat Lane over the top (well, as far as the A62) despite the blizzard and fog. When I walked, the top lock looked almost finished, lock 41 looked ready for coping stones to be replaced (it has a top gate) lock 40 is cleared, lock



*Whitelands Road Bridge. (photo: A. Jervis)*

39 is finished, 38 & 37 are also cleared, 36 has had the capping removed, 35 was about to have the concrete infill broken up, lock 34 had the capping broken into sections ready for removal. Congratulations to Ian Preston and his lads for the first class work being done. I felt proud to have been associated with the idea. My photos of only a year ago, with the concrete cascades are now history.

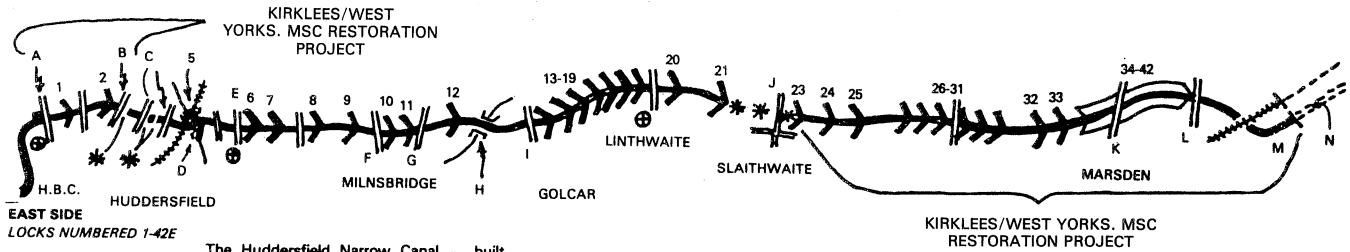
No significant changes on the remainder of the canal to Longroyd Bridge except the continued deterioration of natural silting and weed growth.

Harold Haigh's mill which had a short infilled section has now been demolished (despite being listed) and removal of the infill looks easier proposition. Sellars and Bates look, on site at least, as difficult and expensive as ever. The news that Wakefield Road bridge is to re-appear must be the best single news item for years.

I feel confident now that by the canals two hundredth birthday my end-to-end trip will be by boat.

My thanks to all HCS members for the support and effort which have made my 'impossible dream' of 1972 become reality.

BOB DEWEY



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

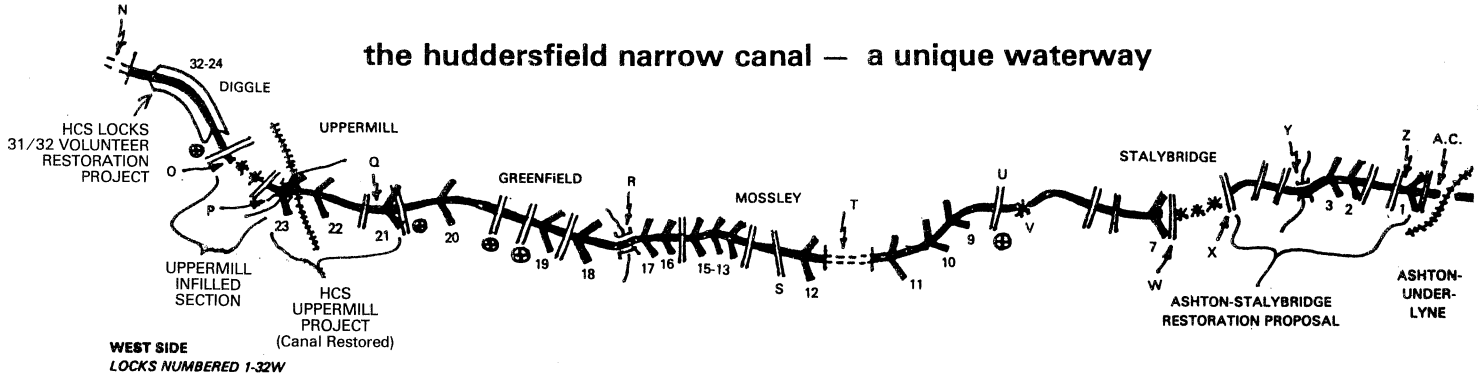
E..... Stoney Battery

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

### the huddersfield narrow canal — a unique waterway



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LOCKS NUMBERED 1-32W

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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

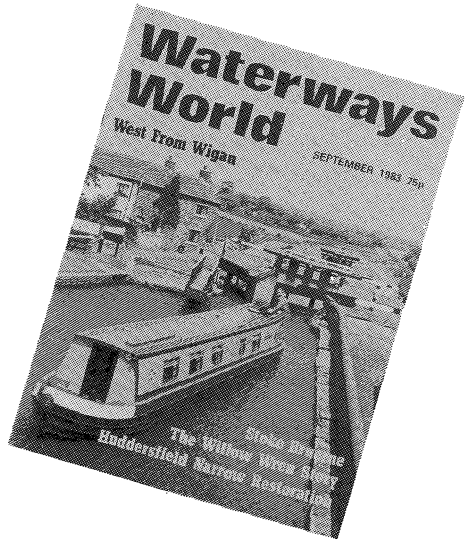
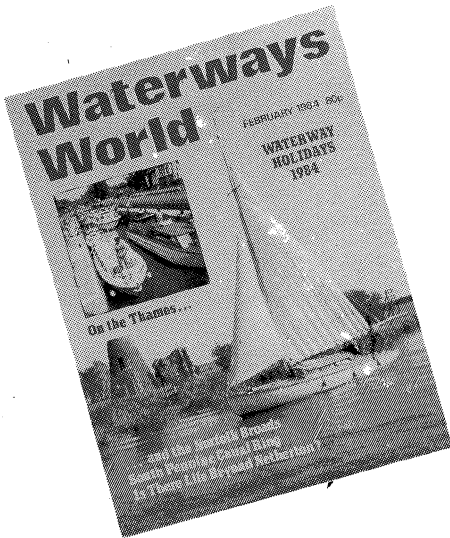
I heard about the Society from .....

**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.



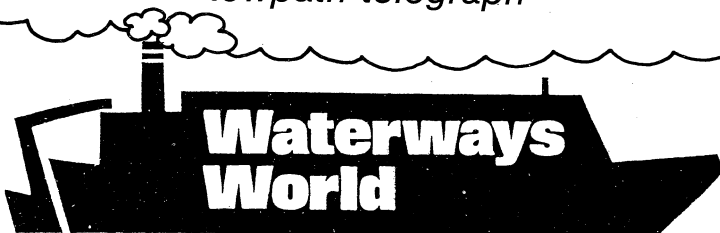
*Until the Huddersfield Narrow's open again let*  
**Waterways World**  
*link you to the rest of the waterway's world!*

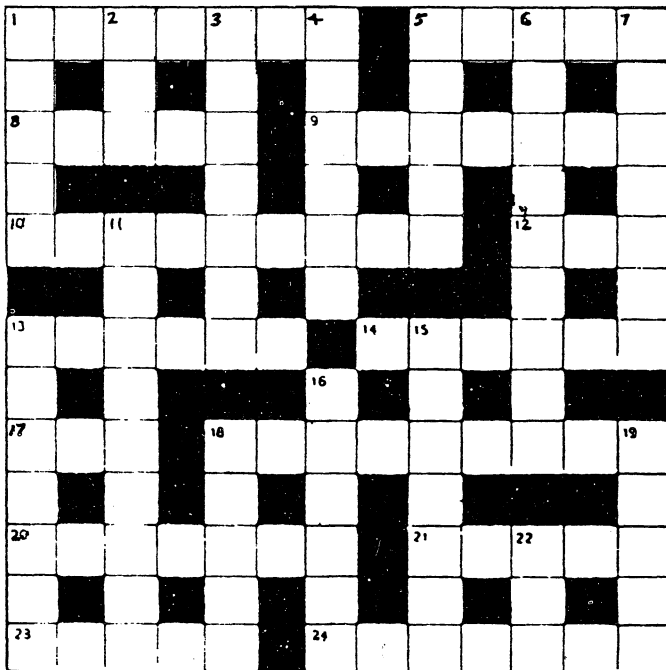


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**Waterways World** - *Your monthly towpath telegraph*





**Clues Across**

- 1. Scribbles (7)
- 5. Canal Craft (5)
- 8. Drive Out (5)
- 9. Opposes (7)
- 10. Celebration-Galas (9)
- 12. Belongs To Us (3)
- 13. Soft 'Wiper' (6)
- 14. Duplicated (6)
- 17. Distress Call (3)
- 18. Four Sided Plane (9)
- 20. Shorten (7)
- 21. Small Fruit (5)
- 23. In The 'Raw' (5)
- 24. Under Suspicion (7)

**Clues Down**

- 1. Bundle of Grain (5)
- 2. Tear (3)
- 3. For the 'Toepathers' (7)
- 4. Quite a Feast (6)
- 5. Foundation (5)
- 6. Objective of the HCS (9)
- 7. Guaranteed (7)
- 11. Toepathers Need To Be (9)
- 13. Uphold (7)
- 15. Citrus Fruits (7)
- 16. Means of Approach (6)
- 18. Doesn't walk (5)
- 19. Vote For (5)
- 22. Monkey (3)

Kindly sent in by Mr J. Crosland

## **SHARES IN NARROWBOAT CO-OPERATIVE AVAILABLE**

New co-operative with 35ft narrowboat (4/5 berth, steel-hulled, quite old but sound) has some shares/membership available. Co-op will consist of 15 shares/maximum 2 shares per individual/family), giving two weeks p.a. 'high-season' boating, plus winter boating when possible. Cost for each share: £375 (deferred payments possible); recoverable/sellable if members leave the co-op. Annual running costs, maintenance and all decisions shared between members. Permanent mooring at Bingley, but will travel far afield during each season!

For more details ring MIKE WHITE (HCS member)  
Holmfirth (0484) 682351



27a Shambles, York YO1 2LX York (0904) 52992

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HCS logo sweatshirts, sm, med, large )asstd.	£8.95	50p p&p
HCS logo sweatshirts, XL )colours	£9.25	50p p&p
Lovely Shetland Wool Sweaters with HCS motif — various colours—please write or phone for details	£12.50	50p p&p
'I've Been On Stan' badges	30p	S.A.E.
Pennine Link	25p + 2nd class postage	
Tunnel End postcards	10 for £1.00 inc. p&p	
HCS Ties — Maroon, Brown	£2.95	25p p&p
HCS Badges	20p & 2nd class stamp	
HCS Pens — Blue or Black	25p	15p p&p

**BOOKS AND MAPS**

Filled t' top wi' rubble (Mossley Report)	75p	15p p&p
Nicholson's Guides (latest editions)	£4.95	25p p&p
Ladybird Book of Canals	50p	15p p&p
The Ashton Canal	90p	15p p&p
Huddersfield Canals Towpath Guide	Reduced to £1.50	40p p&p
Tunnel End brochure	50p	15p p&p
Peak Forest Canal (illustrated guide)	£1.00	20p p&p

**SALES ORDER FORM**

Please send me .....

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

Please make cheques payable to LOXVEND LTD.

**Solution to Crossword No. 23**

**Across**

- 1. Reports
- 5. Screw
- 8. Boats
- 9. Amasses
- 10. Canalling
- 12. Ore
- 13. Member
- 14. Action
- 17. Oar
- 18. Passenger
- 20. Incline
- 21. Pound
- 23. Gulls
- 24. Narrows

**Down**

- 1. Rubic
- 2. Pea
- 3. Resolve
- 4. Static
- 5. Slang
- 6. Restoring
- 7. Wester
- 11. Numerical
- 13. Mooring
- 15. Cheaper
- 16. Astern
- 18. Plies
- 19. Rides
- 22. UFO

***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

**SUMMER**

Tuesday to Friday 11.00am-1.00pm, 2.00pm-4.30pm  
Saturday & Sunday 11.00am-5.00pm

For details of Activities etc  
Tel: Huddersfield 846062

**Programme of Events**

**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 McIllroy, 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.

We are pleased to welcome the following new members:

- 1327 David Wayte, [REDACTED]
- 1328 Kenneth William Ashley Birch, [REDACTED]
- 1329 Jack and Irene Brooks, [REDACTED]
- 1330 Philip Mitchel Powell, [REDACTED]
- 1331 David Blakeborough, [REDACTED]
- 1332 Timothy Gregon, [REDACTED]
- 1333 Stanley Broadbent, [REDACTED]
- 1334 Mr W. N. Beard, [REDACTED]
- 1335 Susan and John Garside, [REDACTED]
- 1336 Mrs Madge Whittaker, [REDACTED]
- 1337 Mr and Mrs J.G.A. Lovegrove and Miss F.E. Lovegrove, [REDACTED]
- 1339 Mr R. M. Eglin, [REDACTED]
- 1340 Philip and Susan Mary Grainger, [REDACTED]
- 1341 Mr and Mrs Ogborn and Family, [REDACTED]
- 1342 Donald Royle, [REDACTED]
- 1343 John Leslie Smith, [REDACTED]
- 1344 John Allt, Pemberton, [REDACTED]
- 1345 Mr and Mrs Knight, [REDACTED]
- 1346 Mr Ted Rylatt, [REDACTED]
- 1347 John Russell Kinder, [REDACTED]
- 1348 Miss Wendy Smith, [REDACTED]
- 1349 Mr Warwick A. Price and Family, [REDACTED]
- 1350 Mr Jeremy Alan and Mrs Kay Elizabeth Sanders, [REDACTED]
- 1352 J. R. Carpenter, [REDACTED]
- 1353 Ian and Sadie Proud, [REDACTED]

- 2nd May 8.00pm Social Meeting at The Railway, Marsden.  
 4/5th May Huddersfield Canal Festival. At Aspley Basin. If interested contact Dave Wakefield on Hudds 510781.
- 8th May 8.00pm Social Meeting, Farrars Arms, Grasscroft, Oldham.
- 1st June Pennine Link Press Date.  
 2nd June Uppermill Festival, Uppermill, Saddlworth.  
 6th June 8.00pm Social Meeting at the Pack Horse Hotel, Slaithwaite, with photographic competition and exhibition (in downstairs room).  
 12th June 8.00pm Social Meeting, Cross Keys, Uppermill.
- 10th July 8.00pm Social Meeting, Tollemache Arms, Manchester Road, Mossley.  
 12/13/14th July Ashton Canals Festival, Portland Basin, Ashton-under-Lyne. Contact Brian Minor on 061-789 4867.  
 27th July 9.30am Coffee Morning at Huddersfield Town Hall. Volunteers welcome for Cake stall, Bring and Buy etc. Contact Anne Crosland on Hudds 659748.
- 14th Aug. 8.00pm Social Meeting, Black Horse Hotel, Manchester Road, Oldham.  
 24/25/26th Aug. National Rally, Milton Keynes.
- 11th Sept. 8.00pm Social Meeting, Diggle Hotel, Diggle.  
 14/15th Sept. Tunnel End Festival, Marsden. Contact David Wakefield on Hudds 510781.
- 6th Oct. Toepath '85 Sponsored Walk — Marsden to Longroyd Bridge and back. Contact Alison Fisher on Hudds 842963.  
 9th Oct. 8.00pm Social Meeting, Farrars Arms, Grasscroft, Oldham.

**Working Parties**

2 day working parties the first and third weekends of each month. Tel: Trevor Ellis for details, Hudds 34666.

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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