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PENNINE LINK

No.68

Mar/April 1986



FREE to Members

25p

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Cover photo: Wakefield Road (almost there!).

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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Editorial

Wakefield Road Bridge is now fully open to two lane traffic and the day is imminent when cruising **under** is once again possible.

The AGM on the 25th April has a special guest attending this year. Ken Goodwin the chairman of the IWA has kindly agreed to give an illustrated talk on the Montgomery Canal and its restoration, and of course will be happy to answer any questions on the IWA.

Apologies for the photos in the last issue of Pennine Link. This, the printers assure me was due to a faulty machine and will hopefully not recur.

SUE GIBSON

At today's meeting (11th February) of the Huddersfield Narrow Canal Joint Committee, clearance was given, subject to fine tuning of the BWB/HCS agreement, to hand over a cheque to the value of £1.2m to the Company from Greater Manchester Council. In the absence of Sir Leslie Young who was on holiday, the meeting was chaired, appropriately, by County Councillor, Peter Scott of GMC.

The Society's involvement with the two Metropolitan County Councils began only six or seven years ago. Progress on restoration has accelerated in the last two years, largely due to the support of the Mets and to the two County Councillors in particular — Peter Scott of GMC and John Sully of West Yorkshire. Their countrywide interests in recreation has enabled huge funds to be expended on the two un-navigable cross-Pennine canals. Restoration to through navigation in the 1990s will be a testament to these far-seeing councils.

The three District Councils must now proceed without their big brothers. Kirklees are already committed to restoring the whole canal through to Aspley Basin and the Wakefield Road Bridge will be re-opened on 20th March. Tameside and Oldham both realise that canal restoration will bring jobs. We already employ 100 through Tameside Canals Limited but permanent jobs will result from restoration and the Tame Valley will benefit from a living linear park. We still have major problems in Stalybridge and Hartshead. The Stalybridge report is now being considered by all interested parties. We hope that no further development is allowed anywhere on the possible line until all parties agree a route. The £1.2m will not pay for a new canal in Stalybridge but it will ensure the continuance of the Job Creation Schemes up the Tame Valley and leave un-navigable only Stalybridge and some

road crossings in Oldham. When the Benefit Study is produced later this year, Tameside Council will see the positive benefits to be had by restoring the canal. Long-term benefits — canals will provide jobs, income and a better environment — may well outweigh the short-term benefits to be had from allowing industrial expansion which may prejudice navigation and damage the environment forever.

We thank the members and officers of Greater Manchester and West Yorkshire Councils for their past support. We hope that they will watch further restoration with interest and pride and be with us on the first through navigation of the Huddersfield Narrow Canal.

**COLIN PRESTON
WITTER**

Last month the waterways movement lost a friend. On 7th February Colin Witter died at the age of 76.

Many members may remember him and his visits to the canal with his steam launch 'Option'. His long association with canals goes back 50 years. He hired a cleaned out working narrowboat in the 30's and cruised the Montgomery canal. 10 years ago he relived the first journey of 'Option' when, with fellow enthusiasts he made his way from London-Chester by canal.

Colin, a life-long Cestrian founded his company by the Shroppie in Chester and always preached the gospel of the value of waterways.

The Society remembers Colin with affection and we extend sympathy to his widow Eileen and sons Robin and Rodney.

HUDDERSFIELD CANAL SOCIETY LIMITED

NOTICE IS HEREBY GIVEN THAT THE SIXTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT PACK HORSE HOTEL, CARR LANE, SLAITH-WAITE, HUDDERSFIELD, ON THE 25th DAY OF APRIL 1986 AT 8pm TO TRANSACT THE FOLLOWING BUSINESS:

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1985, 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 Robert A. Dewey as a member of the Council of Management retiring by rotation.
- D. To re-elect Susan Patricia Bradbury as a member of the Council of Management retiring by rotation.
- E. To elect Jack Carr as a member of the Council of Management co-opted during the year.
- F. To elect Brian Minor as a member of the Council of Management co-opted during the year.

- G. To elect Alec Ramsden as a member of the Council of Management co-opted during the year.
- H. To elect John Morley as a member of the Council of Management co-opted during the year.
- I. To elect Peter George Linnington Scott as a member of the Council of Management elected during the year.
- J. To elect Allen John Brett as a member of the Council of Management elected during the year.
- K. To elect John Sully as a member of the Council of Management elected during the year.
- L. To consider any other nominations.
- M. Any other business.

DATED this 12th day of February 1986
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.

Form of Proxy

I/WE
of
in the County of being a
member/members of the above named Society hereby appoint of
or 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 25th day of April 1986 and at any
adjournment thereof.
Signed
this day of 1986

NOMINATIONS

The success of the 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. The more help we have the quicker we will reach our goal.

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

Data Protection Act 1984

Members may be aware that, for the purposes of mailing Pennine Link our records of members' names & addresses have been put onto a computer. The Data Protection Act which recently came into force obliges data users to register with the Data Protection Register. The Society can, for its present purposes, rely on an exemption from registration provided that all members agree and do not object to the membership list being used for mailing purposes.

If any member does object then will they kindly send their objections within 28 days to R. Dewey, 38 Paris Road, Scholes, Huddersfield HD7 1UA.

Drambuie Canal Marathon

This year HCS — in conjunction with the Calder Navigation Society and the Rochdale Canal Society are to host the Drambuie Marathon. The event sponsored by Drambuie is for crews of two in a rubber dinghy with an outboard motor, supported by a back-up-team of 2-3 people plus a car with roof rack or trailer. The date is May 3rd and 4th 1986.

The marathon will start at Tunnel End Marsden on Saturday morning, proceed down the Huddersfield Narrow then up the Calder finishing Saturday evening around Hebden Bridge area. On the Sunday the boats will proceed up the Rochdale Canal finishing at Failsworth on Sunday night. A reception and prize-giving will follow (with, no doubt, adequate supplies of Drambuie available).

This is an exciting competitive event and should bring a lot of publicity to our canal. We already have entries from as far as Scotland and Somerset with a lot more from nearer home.

From all the fit, competitive members in HCS we should be able to enter at least one team so if anyone is interested either as crew or back-up-team please give me a ring and we will see if we can get a team together.

Further information may be obtained from the entry secretary, Peter Glover, 9 Harper Green Road, Farnworth, Bolton BL4 0DL, Tel: (0204) 74904.

Finally, on the day we will need people to act as Marshals and timekeepers — if you can spare a few hours on the Saturday or Sunday please contact me on Hudds 655951. Marshals will be organised into teams to cover specific sections so please let me know as soon as possible to enable the necessary arrangements to be made.

JOHN MORLEY
Boat Officer

Dear Editor,
 May I take up a few column inches to thank our Chairman for his kind but undeserved remarks in the last issue of Pennine Link. I felt that I was reading my own obituary!

As I said when I retired as Chairman "I was not leading but running to keep up with the activities of others!"

Looking back over 11 years the time seems to have gone past very fast. 1994 seemed very far in the future then and 20 years seemed a good safe figure as a prediction that everyone would have forgotten. We now have only 8 years to go!

With restoration of Wakefield Road Bridge now taking place it is interesting to look back to 1977 when I met Mr Sims (Executive Director of Engineering) of W.Y.C.C. and first started negotiations. Mr Sims quoted a price (They had surveyed it and estimated the cost even then) of £50,000. He asked me how much we as a society would be willing

to contribute. I think we had about £40 in the bank in those days!

Work is progressing by leaps and bounds on many other fronts and I am confident that we shall meet the target date.

I have retired from Council not through any disagreement but because, as I said to David Sumner, I thought it was right for me to go while I was still young enough to realise that I was too old. A restoration organisation wants the enthusiasm of youth not the caution of old age.

I am still a member of the Society and hope to be able to take part in activities as such to a limited extent. So will no doubt be seeing many of you at Diggle Locks, Festivals and meetings.

Finally, although the present council and members have the well-earned satisfaction of achievement, I think we, the first council members, had most of the fun.

Yours sincerely,
JOHN MAYNARD

The Huddersfield Festival and Boat Gathering

**17th/18th May 1986
 Aspley Basin, Huddersfield**

Come along, there'll be lots to do, entertainments, sidestalls, fun for all the family and see the newly reopened Wakefield Road Bridge for yourselves.

Diggle Restoration Report

Since the last Pennine Link report was written, we have started to suffer the effects of winter. It is easy to tell at times that we are the highest canal restoration in the country! The conditions on the first two weekends of the New Year were fairly unfriendly and we were glad of the shelter now provided by the container.

Despite the weather, good progress has been made and we may now be in sight of an end to the protracted rebuilding of the lock 31W bywash. The 18th/19th January weekend saw an unprecedented turnout of 35 people from HCS, WRG, Manchester University, Conservation Volunteers etc. In addition to the bywash, a start was made on clearing the forebay of the summit lock and the concrete cascade was broken around the bottom gate recess. This confirms that the Diggle locks have the (so far as I know) unique arrangement of ground paddles paired at the offside at both top and bottom of the lock. Our extra numbers also allowed us to start recovering some stones from around the field.

Hopefully, by the next report we will be well into the work on the locks. I would still like to hear from anyone who has even a slight inclination to work on site — the excellent turnout will certainly not be repeated every week! If you need further information, ring me on Huddersfield 534666. Also, if anyone has any contacts for buying plant (esp. dumpers), tools or diesel, I would be pleased to hear from them.

Future dates: 5th/6th April; 19th/20th April...please ring to confirm May dates.

TREVOR ELLIS

Don't forget the most important date for your diary this summer is 11th, 12th and 13th July. Yes, it's that time again — Ashton Canals Festival when the sun will shine, the beer tent will open and the entertainers' music will fill the air.

We would like to see all of you there especially those who are working at Diggle that particular weekend. If any of you can spare a couple of hours to man the gates or help with the 1001 jobs that arise, do contact our Manning Officer, Joan Harvey on Mossley 5963.

Our Trade Stands Officer, Trevor Harvey, will be pleased to hear from you if you want to put up a stand. He is also our Site Services Officer and will appreciate any help in setting up and taking down the site. If anyone is able to help on the Thursday, Friday or the Monday, please contact Trevor on Mossley 5963.

Of course, it wouldn't be a Canal Festival if we didn't have any boats! Last year 53 boats attended and we hope to do better this year. Bring your boat along and stop for the weekend. It's only a fiver for boat (and crew). Contact Vince Willey on 061-330 9810.

Even if you can't help or don't have a boat, do come along and help to make the Festival successful. We are now beginning to see something for all our pains. **BUT PLEASE KEEP UP THE SUPPORT.**

For any other information, please contact the Chairman, Brian Minor on 061-789 4867.

We look forward to seeing you there at Portland Basin the second weekend in July.

of Restoration

The last few months have been a period over which various initiatives have slowly evolved, with no sudden big events to report, rather a slow build-up towards real solid progress.

It is nearly eighteen months since your Council arranged a meet at Coach & Horses, Marsden, on 18th October 1984 which brought together representatives of Kirklees, Oldham, Tameside, Greater Manchester & West Yorkshire Councils and the British Waterways Board. The Board's Director of Leisure, Mr R.H.J. Cotton, chaired the meeting. (See Pennine Link, Jan/Feb 1985 for full report). Following from that meeting, as reported last year, a Huddersfield Narrow Canal Joint Committee has been set up, chaired by Sir Leslie Young, the Chairman of British Waterways Board, with representatives from each council, the Waterways Board and this Society attending.

G.M.C. offers £1.2m

A major part of discussion by the Joint Committee has centred on how to continue providing finance for works on the west side which, but for the demise of the Metropolitan County Councils, would have been funded, or part funded, by Greater Manchester Council. (In particular grants to Tameside Canals, the Society's M.S.C. scheme, the cost of rebuilding or modifying culverted bridges in Saddleworth and the Society's Diggle Locks volunteer scheme). This led to consideration of the establishment of a Trust which could be endowed by G.M.C. to provide a pool of money to pay for a continuing programme of restoration work.

It soon became apparent that there would be some difficulty in making payments to such a Trust, but that it would be possible to provide funding to an appropriately set-up independent charitable body which was constitutionally or contractually committed to use

the money for the purpose intended. Section 19 of the Local Government (Miscellaneous Provisions) Act, 1976 gives local authorities the power to make grants to voluntary non-profit making bodies to provide recreational facilities. This Society is such a body, having specific aims, and being both a non-profit making company limited by guarantee and a registered charity.

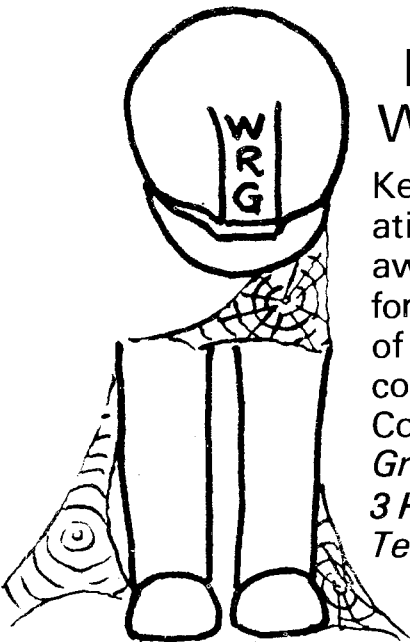
Greater Manchester Council has now decided in principle to make a grant to this Society to allow for the continuance of restoration in the Tameside & Oldham Districts. A grant of £1,200,000. This is, however, subject to certain provisos:

- a) The Society has to enter into an agreement with B.W.B. and G.M.C. to allow for the works to be carried out, and with regard to the control of and payments from the fund.
- b) B.W.B. has to agree with the Society & G.M.C. to keep the restored parts of the canal open for public use, and to seek to obtain an Act of Parliament which would restore rights of navigation on the entire length of the canal and grant compulsory purchase powers to acquire any necessary land not now owned by the Board. (The London, Midland & Scottish Railway (Canals) Act, 1944, by which the Huddersfield Narrow and other canals were closed, removed the public right of navigation. Although it can be argued that it is possible to ignore this because the Act imposed no sanctions against navigation, it could be important to have that right if grant-aid is claimed or compulsory purchase powers had to be used). A similar Act is being prepared for the Montgomery Canal.
- c) The Society has to agree to invite local authority nominees onto its Board of Directors (i.e. your Council of Management). A total of up to 18

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DUST DOWN YOUR WELLIES WITH WRG!

Keep your shovel in the Restoration Scheme by joining us on away digs. Monthly visits to Stratford-Montgomery Pocklington. Lots of fresh air, good food, convivial company.

Contact: *Waterway Recovery Group. Malcolm Bridge, 3 Heather Bank, Littleborough.*
Tel: 0706 78582

Directors are allowed by the Memorandum & Articles of Association of Huddersfield Canal Society Ltd.

David Brindle of G.M.C.'s legal department has prepared a draft agreement which has been discussed by your Council and, in detail, by the Society's Company Secretary, John Fryer. John attended the last meeting of the Joint Committee and is liaising closely with G.M.C. and B.W.B. legal department in an endeavour to enter into the agreement as soon as possible.

Before the Waterway Board can enter into such an agreement the question of the future maintenance of the canal has to be resolved. Long standing members of the Society will recall that it has been necessary to agree maintenance arrangements between the local authorities and B.W.B. in respect of existing restoration projects. The Waterway Board's right to spend money on maintenance of the canal is limited by its designation as a Remainder Waterway by the 1968 Transport Act.

Tameside and Oldham Councils were quickly supplied by the Board with details of the likely additional maintenance costs attributable to restoration. Both Councils have equally quickly agreed to enter into Maintenance Agreements with the Board for the entire length of the canal in their District.

Progress has been amazingly rapid for such complex negotiations with good will and enthusiasm shown by all parties. Hopefully it will all be resolved before the critical date of 31st March when G.M.C. is disbanded.

Standedge Tunnel Survey

Another major topic of discussion at the Joint Committee has been the proposed survey of Standedge Tunnel. It was reported in the Nov/Dec 1985 issue of Pennine Link that tenders had been invited by B.W.B. for this survey of the condition of the tunnel and the works needed to bring it into a condition appropriate

for public navigation. Approximately £112,000 had been promised to carry out this survey from B.W.B., G.M.C., West Yorkshire County Council, Kirklees & Tameside Councils, the Inland Waterways Association and this Society.

When the tenders were received and accepted as appropriate by B.W.B. they were found to be considerably higher than the finance available. The local authority members of the Joint Committee and your Society expressed concern at the high cost of the submissions received (from Mott, Hay, Anderson & Partners, Ove Arup & Partners, & W. S. Atkins & Partners) in relation to the original preliminary estimate. It was felt that in view of the substantial increase in costs the project should be set aside for the moment, and the monies available diverted to more urgent schemes. After considerable discussion it was agreed to investigate whether any grant-aid from external sources could be made available to the project. On this basis it was agreed that, if extra funding can be obtained, the submission of Ove Arup & Partners should be accepted.

A Benefits Study

In 1984 your Council believed that not only was a Joint Committee vital to achieve a co-ordinated approach to the canal and its restoration, but also that a Cost-Benefit Study of restoration should be commissioned. Cost-Benefit Analysis to Treasury approved guidelines is a technique by which the costs of carrying out a project are compared to the likely benefit to the community. A Cost-Benefit Study can prove to be the key to unlock significant sources of grant-aid from outside bodies. Whether it was desirable or necessary to have such a study has been discussed by the Joint Committee. Money has already been committed to several projects and most other costs involved in restoration have already been, or will be identified. It has been agreed, however, that before obtaining

significant external grant-aid the benefits will need to be shown to justify the expenditure.

The Joint Committee has, therefore, asked the Society to commission a study of the benefits which will result from restoration. This will be jointly funded by the local authorities, the Inland Waterways Association and your Society. The study will identify the economic, social and environmental benefits of restoring the canal either in total or in part.

Bob Dewey, Trevor Ellis and myself have discussed what is required from such a study and, taking account of a draft prepared by G.M.C. Planning, a study brief has been prepared. Various firms of consultants are being asked to submit tenders for this. Tenderers have, in particular, been asked to identify the methodology and staff resources they would use, and to submit examples of similar work elsewhere.

The Next Few Weeks

We hope that the next few weeks will see a historical agreement being entered into by your Society, the Waterways Board and G.M.C. which will allow for the County Council to endow the Society with a £1.2m restoration fund to be spent on the west side of the canal. Within this period we will also be receiving tenders for the proposed Benefits Study and, subject to the agreement of the Joint Committee, consultants will be appointed. Whether any further progress can be made concerning the Standedge Tunnel Survey at this time remains to be seen.

A major factor behind the recent events has been the demise of the Metropolitan County Councils and the desire of G.M.C. to ensure that the work it has started continues. The District Councils on their

own will inevitably find it harder to raise capital for specific projects without the wider area rating base of the Counties, and being squeezed between a reducing Rate Support Grant and the threat of being Rate Capped. The Benefits Study would seem to be especially significant in its timing.

It may seem that most of the discussion at the Joint Steering Committee has related to the west side of the canal. Don't forget that Kirklees & West Yorkshire Councils have achieved more on the ground with the Marsden-Slaithwaite project and the re-opening of Wakefield Road Bridge both well advanced. Both Councils have been very involved with and promised money towards the Benefits Study and the Standedge Tunnel Survey. We hope that Kirklees will be able to continue funding the M.S.C. project after the end of March.

KEITH GIBSON
Projects Officer

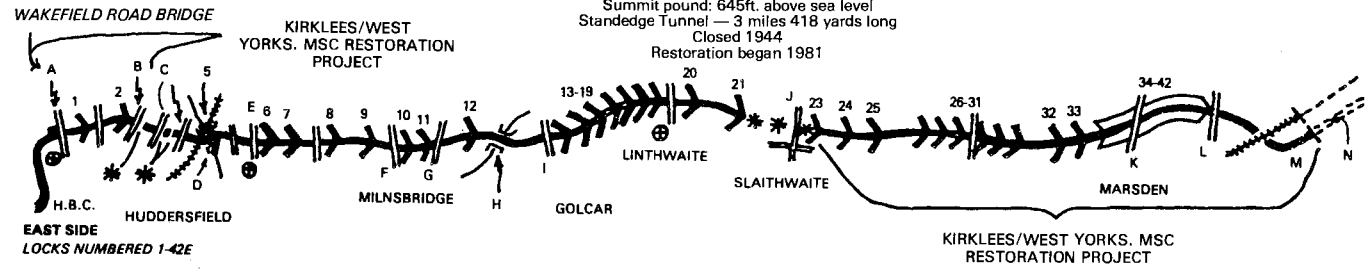
Uppermill Infilled Section

In the Nov/Dec issue of Pennine Link it was reported that G.M.C. Planning Committee had approved the scheme to rebuild the canal between the Brownhill Visitor Centre & Wool Road Basin, where the canal had been filled in to allow for road widening, and that the County Council had subsequently obtained the approval of the Secretary of State for the Environment to commit the necessary finance.

It is good to report that a tender has now been accepted. Work should have started on this, the 6th restoration project to actually begin on the canal, by the time this issue of Pennine Link comes through your letter box.

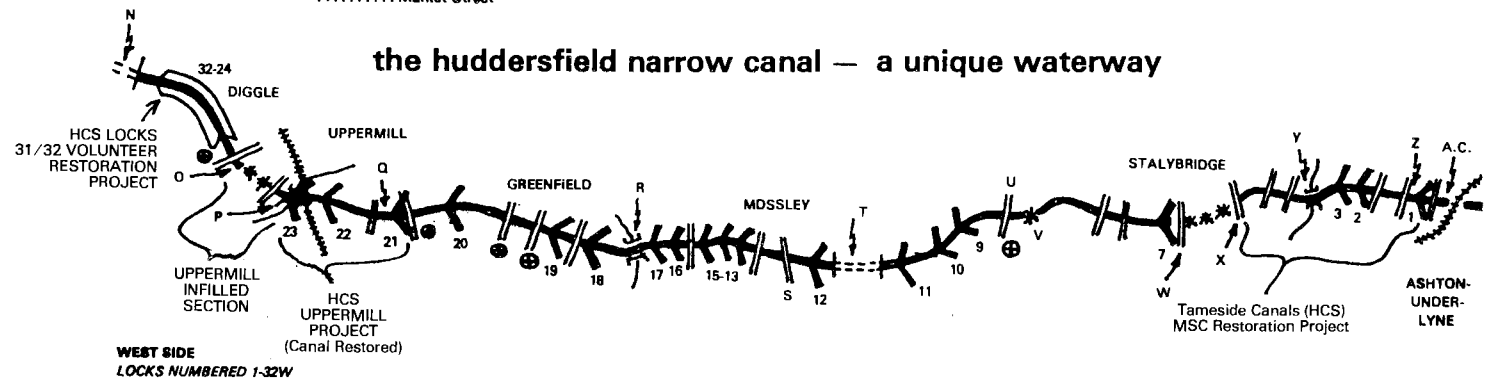
KEITH GIBSON

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



- 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



The Diary of a Reluctant Mariner

Anne & Ken with Simon (18) and Sarah (12) and Simon's friend Simon (not the same Simon as last year!) and Sarah's friend Martha and, of course, William the famous dachshund, are embarking on their fourth canal holiday in April 1983, on the good ship "Henry Palmerston" out of Acton Bridge.

"Not the Cheshire Ring"

Day 1 Saturday. Set off from home at 1.15 and made Acton Bridge before 2.30. What we had expected happened. Whatever demon was keeping us away from the Cheshire Ring had really gone to town — Preston Brook tunnel was closed at one side of Acton Bridge and Saltersford tunnel at the other! So that we didn't have to go backwards and forwards over the few miles of canal the kind people had put the boats on the river Weaver nearby and we had to choose between the Manchester Ship Canal and somewhere beyond Middlewich (by way of a change!)

Premier Boats have been "taken over" and new owners don't supply sleeping bags. However, friendly staff "found" some for us and we were first away, Ken making an utter mess of a U-turn in the fast-flowing river under the full gaze of a lot of eyes. I went below and blushed. Object — to try and get to Anderton Lift before it shut for the night. The lock keeper at the huge locks at Saltersford had other ideas and kept us waiting until he had a lock full — well, **all** the boats from Acton Bridge anyway — he could still have got the QE2 in and left room for water ski-ing. Went past the Anderton Lift (see you tomorrow) and on to Northwich. The boat really moves in the deep river water. Moored in the town centre — unexpected treat and quite an adventure to look forward to tomorrow.

Dinner of roast chicken, jacket potatoes,

peas and carrots, followed by apple and cream. Walked round the town afterwards and went into the Wheat-sheaf pub near the canal. Found Simon and Simon there — seems a long time since they were refused a lager and lime on the Leeds/Liverpool (L and L on the L and L!)

Absolutely shattered — bed at 10.00. Henry Palmerston still as super as last year but, oh, that bloody table conversion! I'd forgotten all about it and **he** went to "check the moorings", leaving me to it. I'll get my own back, just see.

Day 2 Sunday. Woke to a beautiful cloudless sunny day and had breakfast sitting outside (3rd April!) Set off at 8am and made Anderton Lift in half-an-hour to get first in the queue. Had a walk round to look at the lift from all angles. What a monster! (For those of my readers who don't know the northern canals, the Anderton Lift is a Victorian monstrosity (1875), one of the seven wonders of the canal world, that lifts and lowers boats between the River Weaver and the Trent & Mersey canal, a distance of 50 feet. It is an awe-inspiring mass of iron, wheels and ropes and (these days) pouring water from leaking bits). Sarah and Martha went for my paper into Anderton (opposite Ken's sister Annie's but no time to call on the outward journey). Went into the lift at 9.00 with another boat — quite an experience and a "once-in-a-lifetime" treat (how true, looking back, will it ever work again?). Glad we didn't miss it. Took a lot of photos but later on lost my camera overboard (the **third**, he says, I insist it's only the second!) — hope I can get another and repeat the pictures. Lovely (and very familiar) run through to Middlewich — saw a heron very close to — good run up to Barbridge Junction. Didn't even see the lock-keeper at Cholmondeston lock so missed the apple pie, woolly hats and "Lettis"!

Moored outside the Barbridge Inn. Dinner of Pilaff, 3-coloured cake, apple pie and cream. Hope the weather keeps up — really nice today. William off his food — probably sea-sick or could be oxygen deficiency coming up the Anderton Lift. Went to the inn for a noggin, back to boat at 10.00pm. William had eaten — hooray!

Day 3 Monday. Just realised I've forgotten the vital statistics of the first two days; you know, destination, no. of locks, distance, time, etc. Oh, never mind, I'll have a week free of sums — I always did suspect some clever-clogs would work out we'd done 4½ miles an hour somewhere! Heaven forfend!

Off at 8.15, had to wait at Hurleston locks (start of Llangollen canal) for a slow boat in front but overtook by (skilful) manoeuvring at the top. Fairly straight and uneventful sailing — saw a swan nesting — the only bird today, not much wildlife hereabouts. First lift bridge (up and down) very interesting but a great temptation for Tarzan acts by the younger end. The natives must get very cross at the constant crashing and banging. "Smooth and silent" rule from now on (some hopes!) Moored up for a while at Wrenbury Mill after Ken had been machine-gunned in a fierce hailstorm — eating lunch with ice-cubes was quite fun! Bit of a hair-raiser at Grindley locks near Whitchurch. Sharp left turn in the cut and lots of moored boats, then Ken miscalculated the water in a flight of three locks and we finished up sitting on the bottom. Lifted out OK but lost reverse which made life difficult up the rest of the flight. Investigation at the top revealed that we had picked up a **complete** cruiser canopy! Presumably it was on the bottom of the middle lock. Decided to make for Ellesmere to give us more time in Llangollen — quite a haul — passed the end of the little cut leading to Black Prince H.Q. at Whixhall,

might have a look in on the return journey. Some lovely countryside here — beautiful stretches of woodland, must look lovely with leaves on the trees! Ellesmere very pretty, I bet its gorgeous in summer. Grounded once or twice — we had been warned that the Llangollen could be shallow — we didn't bank on doing an "African Queen" act, though! Grounded again just before the short Ellesmere Tunnel. Had dinner on the go in relays — pork chops, jacket potatoes, peas and carrots, bakewell tart. Moored up at 8.15 — 12 hours solid and don't we know it!

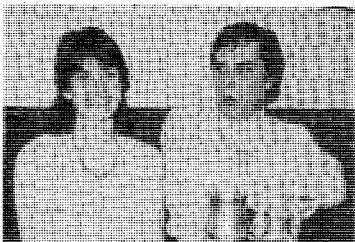
Don't miss the next thrilling instalment — "Llangollen closed".

Padnote. William was pleased his photograph was one of the few taken with the lights on in the last edition but he insists the caption should have been "William on the Dog Watch"!

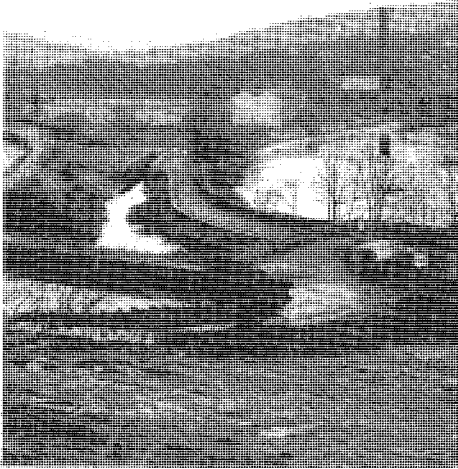
Tame Valley Toepath '85's Prizewinners



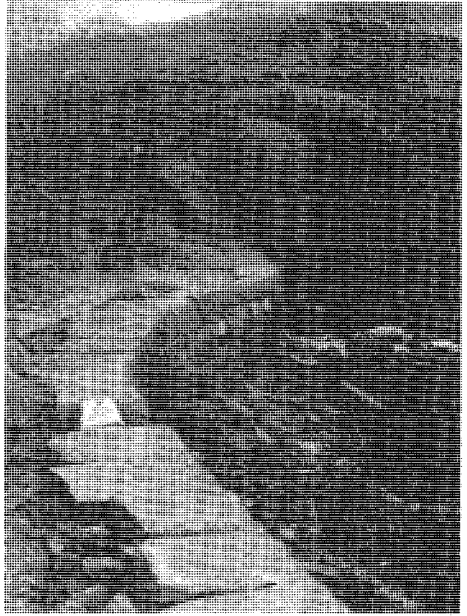
'Meg' the most sponsored dog seen with Rachel Balen and Mike White.



The under-16 who collected the most was Nicola Bussey.



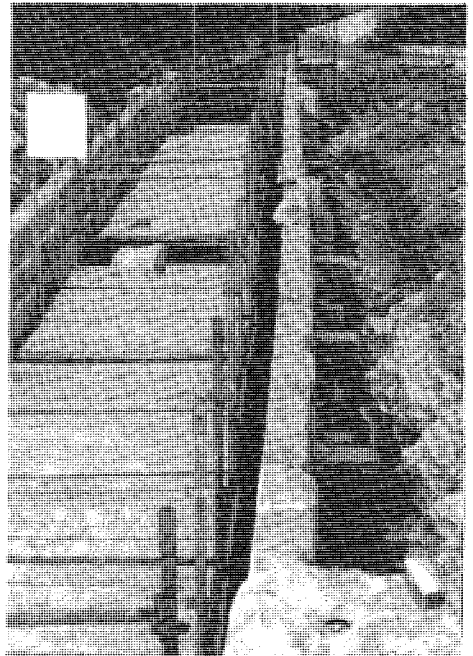
Sparth, locks 33E and 32E



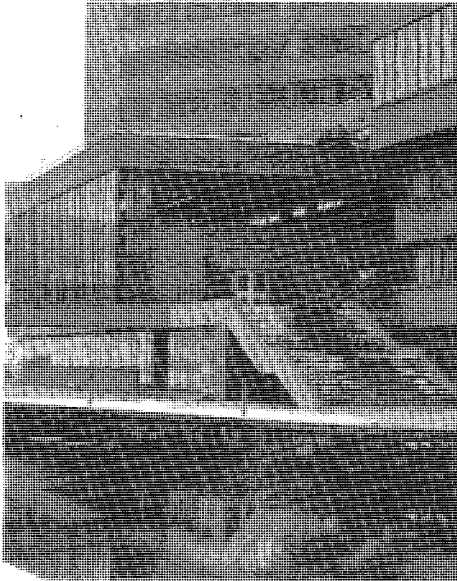
MSC work at Lock 33E



New footbridge at Lock 37E, Marsden



Reconstruction of Lock 35E



Huddersfield Festival Site



Life isn't all hard work! Lunch break at Diggle

Photos: Bob Dewey

Underway to start the season on April 2nd, when we had an appointment at

Marple Bottom Lock. Here we were met by a Department of Transport inspector from Liverpool, amidst TV, radio and newspaper journalists. The matter at issue was whether or not the traditional means of "legging" a horse-drawn narrowboat through tunnels without a towpath is an accepted means of propulsion. A year previously in April 1984, the ministry inspector refused permission for 'Maria' to navigate Hyde Bank Tunnel on the Lower Peak Forest Canal near Marple, because a certificate had never been issued for such an unpowered craft in England before. The Parliamentary Under-Secretary of State, Mr David Mitchell, MP, had upheld the opinion of his inspectors. Now today after 'Maria' and the legging procedure were inspected and duly approved, we drank to our victory on potent home-made wine. We trusted Sonny to get us home safely!

This 'gem' from "Waterways World" was sent to the Ashton Packet Boat Co. "What silly rules there are at times. I see from the "Manchester Evening News" that passengers have to get off a horsedrawn boat and walk over Hyde Bank Tunnel (308 yards). Presumably the horse is allowed to use the tunnel's towing-path". It is remarkable that representatives of the canal lobby can make such elementary errors.

Join us on a trip to Marple this year — see Sonny laugh as he watches the boat re-appear slowly out of the tunnel, the exhausted leggers meekly admitting his superiority".

Besides TV and newspaper publicity, a long feature article was written on Sonny and the boat in 'Hoofprint' magazine. Most horse-owners are amazed that Sonny works for his living, and by pulling a boat at that!

In early May, Sonny took some passengers up to see Mikron perform at 'The Cheshire Ring' in Hyde. Evening sun-

Contd. on page 20

Boats

Not too much activity on the water this time of year. Both Benji and Number Two have been frozen in the ice whilst Stan is in the boat house at Marsden.

A few months ago we did have a tentative offer for Stan but the Council — mainly for sentimental reasons I suspect — decided not to part with her (or should it be him?) The work now being carried out should help restore her to what I think is a very good looking boat. Stan has certainly given us a lot of publicity in the past and there is no reason why she shouldn't continue in that role for a few years yet.

Thanks to the work done by the West-siders the cut at Stalybridge is now reasonably clear so it is hoped that Number Two will be running on that stretch as soon as the weather improves. Laurence Sullivan and Alan Pollitt are the mainstays behind this venture but I'm sure they could do with some help, so anyone interested in running boat trips please get in touch.

That's about all for now so here's hoping for some good weather and looking forward to a successful boating season.

JOHN MORLEY
Boat Officer





Despite the terrible weather, which no doubt discouraged many would be walkers, the 1985 Tame Valley Toepath was a resounding success, realised a profit for the Society of £216, plus further amounts for other clubs and groups taking part.

With this encouragement, it has been decided to repeat the event in 1986. Due partly to the restoration work taking place between Ashton and Stalybridge, the walk this year will take place over the more scenic route between Stalybridge and Uppermill. The Uppermill terminus is at the Brownhill Information Centre, where restoration work to remove the Wool Road infilled section can be viewed.

The date of the walk is Sunday 27th April 1986, the round trip distance is 20km. The walk may be started at any of the checkpoints.

Sponsorship forms are enclosed with Pennine Link, so how about booking the date in your diary collecting sponsors and some much needed cash to continue the restoration of the canal, with an enjoyable days' walking as a bonus.

J. CARR
West Side Chairman

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In the good (?) old days it was easy to know who was doing what on the canals. There were the goodies (HCS) and the rest (BWB and local authorities). Then quite rapidly the rest became allies, but they were still they. Now it has become far more complex — in truth there doesn't seem to be a 'they' any more, WE are all working together. But in best local authority style (and I write as a local government officer) we have ended up with a diversity of groups pushing forward the restoration of the Huddersfield Narrow. This article tries to set down (in some detail) what's happening and who's doing it.

At the time of writing there are 5 councils involved; although during the currency of this issue of P.L. we shall see the demise of 2 (West Yorkshire and Greater Manchester MCC's). There is BWB, and 2 water authorities. The diagram tries to show the relationships! I think its right but would welcome any comments.

Starting at the Huddersfield end, the re-opening of *Wakefield Road bridge* is being financed by West Yorkshire and it is hoped to be completed before the end of March and the Council, Kirklees, will probably help with the finishing touches. It is hoped that the Polytech access road will be removed soon, giving access to locks 1 & 2E. *Lock 1* is to be restored by the Kirklees/West Yorkshire MSC scheme. *Slaithwaite to Marsden* is well on the way to completion, the target being autumn this year.

The *tunnel* is still being considered by the HNC Joint Committee although the survey cost seems very high, it does mean that we'd have a top-class record of the current state of the tunnel.

At *Diggle* HCS is (with GMC financial help) restoring the top 2 locks. Both bywashes are now virtually complete which means getting down to the chamber clearances.

Not far from the bottom of Diggle locks, is the '*Uppermill section*' which we started a few years ago. Work is due to start very soon on excavation of the short infilled section (thanks to GMC and contractors) so Benjamin Outram's cruise will be extended and we can turn at either end.

Towpath works in the Mossley area have made the walk from there to Scout Tunnel and beyond easier. Stalybridge comes next, the results of the survey of a possible new route are to be published soon, this could provide the incentive for a major E.E.C. funded scheme (who knows?)

Beyond Stalybridge, Tameside Canals Ltd. MSC scheme is busy restoring the three locks which will connect Stalybridge to the Ashton Canal. 1986 should see boats on the east side less than 19 miles from the west as the two navigable ends come closer.

BOB DEWEY

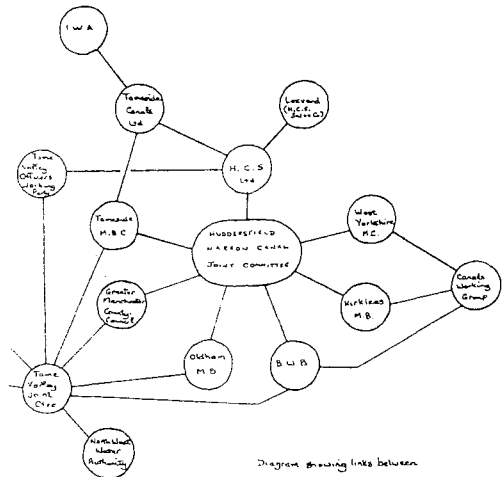


Diagram showing links between the Authorities concerned in Huddersfield Narrow Canal

sep 86

**OPERATING INFORMATION
1986**

A programme of operating details has now been published for members, the public, education authorities, schools, club secretaries and the like — a copy of which is enclosed with Pennine Link. Should you, your friends, family or associates wish to receive a copy, please ask them to contact me on Saddleworth (04577) 3085 and one will be sent by return post.

Public cruises on the Huddersfield Narrow Canal will restart at Easter time with a series of one-lock trips followed by a comprehensive range of cruises throughout late spring, summer and early autumn. Over the four-day Easter period we'll be expecting in excess of 600 passengers.....and praying for some good warm, sunny weather.

To the well established Market Day cruise and the Friday lunchtime cruise we've added a Pensioners Preference Cruise each Tuesday offering the exhilarating experience of negotiating the restored locks of Dungebooth and Lime Kiln.

A new experience

Surprisingly, many older passengers admit to the fact that "this is the first time I've been on a canal boat or up and down a lock". Others need say nothing to convey the joy and pleasure; one glance at their beaming faces and joyous countenance leaves me — and the crew — with a feeling of profound satisfaction. Can't wait to see the expression on visitors faces this year when they see the new BWB wooden footbridge recently installed over the jaws of Dungebooth lock. Hopefully modifications will be completed prior to the season to enable the gate beam to clear the footbridge's handrails and enable 'Benji' to squeeze into the chamber.

Fare changes

Some increase in fares has been unavoidable due to higher maintenance and improvement costs. However, certain groups will receive concessions — notably pensioners, who will this year travel at reduced rates, and children under the age of three who will now travel free.

School parties will benefit substantially by chartering either early or late season, these being periods where last years prices still apply despite 'teachers notes' now being included in the package together with forty eight tokens for distribution to the class and teachers entitling them to a reduction in fare when taking another cruise outside normal school hours throughout 1986.

Advance tickets

This year we plan to offer cruise tickets for sale in advance, for normal public cruises plus Speciality type events such as New Orleans Jazz Cruises etc.

For details please contact me, Harold Nield at 3 Grosvenor Square, Uppermill, Oldham or telephone Saddleworth 3085.

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PENNINE LINK New Canal through Stalybridge

Toepath '85 Results

UNDER 16

1. Robin Fearn — £55.25, 11 Beaumont Street, Longwood, Huddersfield.
2. Frances Sheard — £15.53, 35 Dunford Road, Holmfirth.
3. Isobel Sheard — £12.69, 35 Dunford Road, Holmfirth.

GROUP

1. Huddersfield Epilepsy Society — £55.00.
2. Huddersfield Stroke Club — £40.60.
3. Holmfirth Parish Church — £36.80.

DOG

1. Ben — £35.10, c/o M. Anderson, Huddersfield Stroke Club.
2. Lucy — £9.68, c/o Sheards, Holmfirth Parish Church.
3. Tez — £9.50, c/o Nuttal, Huddersfield Epilepsy Society.

INDIVIDUAL

1. Robin Fearn — As above.
2. A. Crosland — £36.30, 44 Marina Terrace, Golcar, Huddersfield.
3. M. P. Stringer — £22.00, 8 King Street, Skelmanthorpe.

Total to Date — £361.15p.

Total Number of Walkers — 59.

DESPITE THE WEATHER!

Thanks to all helpers, those who opened the walk, especially Anne Crosland for making teas, and the walkers!

PLEASE NOTE: There is still a considerable amount of money yet to be returned — if YOU haven't yet returned YOURS will you now please to allow Toepath '85 to be wound up.

ALISON FISHER
Co-ordinator

PENNINE LINK

Press Date

1st April 1986

The costed engineering study of Stalybridge commissioned from W. S. Atkins & Partners by the Society, with financial aid from G.M.C. and the Inland Waterways Association, is nearing completion. It looks at seven alternative routes to re-establish a canal link through Stalybridge town centre, with the aim of re-connecting the Ashton-Stalybridge section now being restored with the canal beyond Mottram Road.

Tameside Council have given tremendous help in the preparation of this report, especially by adding their Valuers' expertise so that the report can include compensation costs in addition to the estimated cost of the work. Several members of your Council have been closely involved in consultation with Jim Saunders & Graham John from W. S. Atkins. The alternative routes have now been investigated and costed, and the report will shortly be going to print. Details of the various options will be released after we receive it.

We selected Atkins to do this work because they are a large nationally recognised multi-disciplinary practice. The group started from the consulting engineering practice of W. S. Atkins and continues to be concerned with civil, structural, mechanical and electrical engineering, but many other specialists are now available within the practice in such fields as Planning, Landscape Architecture, Economics, etc. Although the group has several offices, we have commissioned this report from W. S. Atkins (Wales) with offices in Cardiff and Swansea because of their considerable experience of British canals work in recent years, particularly the Cost-Benefit Study on the restoration of the Montgomery Canal. Atkins have also recently been engaged to carry out a similar technical feasibility study into the removal of several blockages on the Rochdale Canal, including the M62 crossing and the supermarket at Fails-worth.

KEITH GIBSON

shine for the trip — it was “Just the Job” for a really good evening out.

In July at the Ashton Canals Festival, Sonny was presented with crocheted ear-muffs, hand-made by a well-wisher. They are part of traditional boat-horse costume — their function being to keep flies away. We posed beside him and the boat in our traditional costumes too, the result being postcards of us on sale this season after endless requests from passeners.

May many thanks to Jean Buckley for the loan of her beautiful bonnet. I wore it on a later occasion when three of us set out in bonnets and shawls to crew the boat for a video production to be sent out to schools, organised by Manchester Education Authority. School-children in Victorian costume swarmed the towpath and locksides as we headed towards Manchester. We left them to continue home by coach. As we returned, three women only working the boat, we were mistaken in our costumes to be nuns on several occasions!

School-bookings were down for most trip-boats this year due to the school-teachers' strike. It looks as if we may be hit again this year unless the video affects this due to the publicity it will generate.

Sonny looked on in amazement when he saw another horse pull 'Maria' for the first time. Blossom is part Clydesdale (Scottish equivalent of the Shire), is bigger and stronger than Sonny but she had to learn how to pull the boat. She sent bow-waves out to the banks as she struggled un-necessarily! There is no plan to replace Sonny, it's just good to know there's a back-up if needed, but in fact Sonny has only missed one day in seven years of boating. He had trodden

on a nail then, and temporarily was sore in the foot. Blossom has a lot to learn yet!

Whilst Sonny plied the towpath all the wet summer with other boatcrew members, I had deserted to California. There I travelled for two months with the world's largest horsedrawn theatre company, using eleven Clydesdales and five huge caravans.

On my return, I was lucky to get in some boating. We had two late bookings in November — a pub crawl, and a bar-b-que which was cooked on the boat's roof on a surprisingly mild night.

The boating season over, Sonny has not been idle — he took part in the Manchester City Council's horse parade in the city centre. A float was built on my dray, representing a narrowboat entering a tunnel, and Santa cruised the streets of Manchester, Sonny pulling out front, Santa steering with his rudder at the back. It was a colourful spectacle. Money raised by the parade went to the 'Children in Need' appeal.

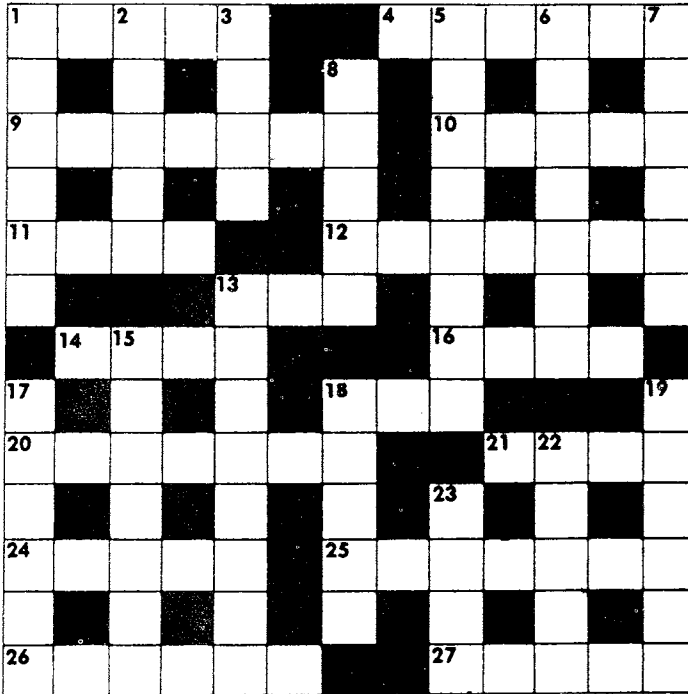
Sonny has taken my horse-caravan over the Pennines via Standedge, to Slaithwaite, and is now enjoying going on rides away from the towpath.

Easter Day, March 30th, and the boat is off to Marple again. It'll soon be here.

Marple trips 1986 when individuals can book (i.e. not chartered)
March 30th; May 4th; June 1st; July 20th; August 3rd; and September 7th.

We do charter trips on other dates, to Marple or staying closer to our base near Ashton. For booking enquiries please phone 061-320 8338. To contact me, please phone 061-301 2368.

SUE DAY



CLUES ACROSS

1. Restoration trouble spots (5)
4. 'Broad' end 'narrow' start (6)
9. Despoilers (7)
10. Extreme (5)
11. Sludge etc (4)
12. 'Top brass' (7)
13. Owing (3)
14. Lock at Saddleworth (4 & 4)
15. Lettuce (3)
20. One in authority (7)
21. River dam (4)
24. Claw (5)
25. Floating rubbish (7)
26. Obstruct (6)
27. Governed (5)

CLUES DOWN

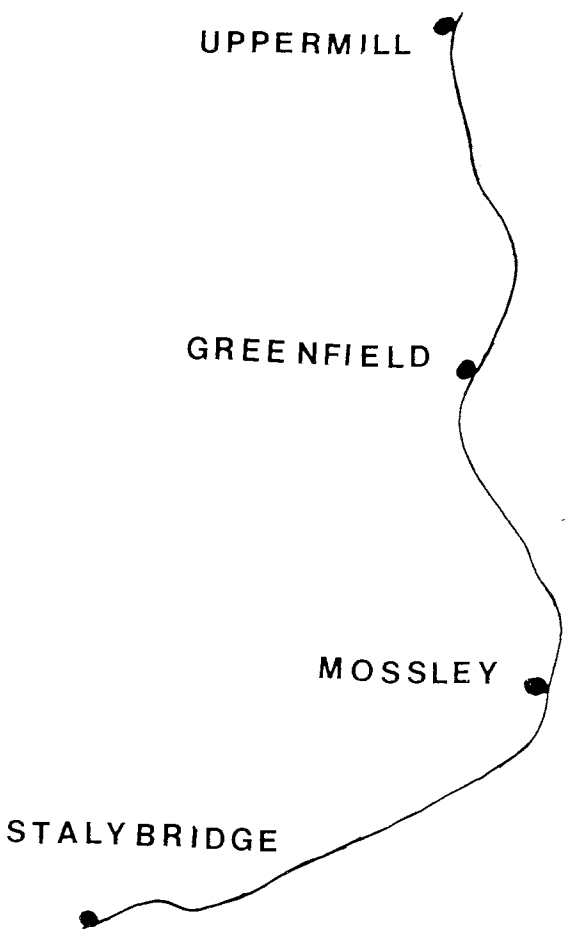
1. Extravagant (6)
2. Plenty of No.1 across here (5)
3. Trouble (4)
5. Early "space invaders" (8)
6. Side growth (7)
7. 'Subs' usually due (6)
8. Manner of use (5)
13. Goes down (8)
15. Troublesome if at 1 across (7)
17. Not as hard (6)
18. Boat (5)
19. Prepared (6)
22. Artists 'support' (5)
23. Tie-up the boat (4)

Kindly sent in by Mr J. Crosland

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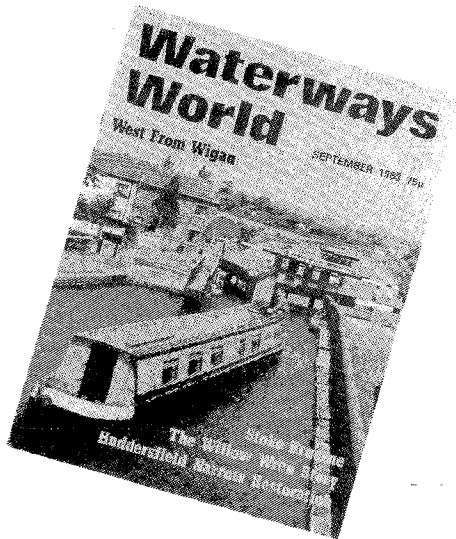
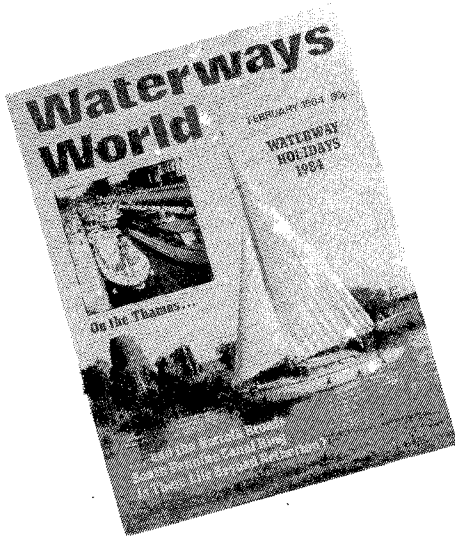


Members receive free copies of 'Pennine Link', the society's bi-monthly magazine.

Until the Huddersfield Narrow's open again let

Waterways World

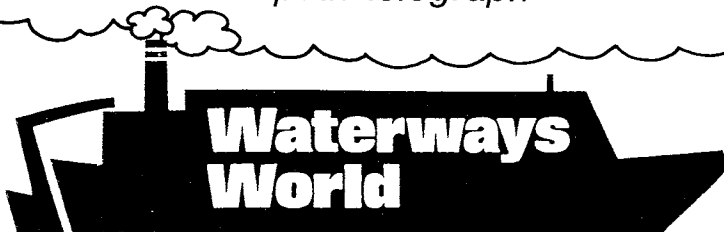
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NATIONAL WATERWAYS TOUR — 1986

*"Just the Job". **"The British Amazon".

		APRIL
Huddersfield Narrow	Sat 12	The Railway, Station Road, Marsden. 8.00**
Peak Forest	Mon 14	Navigation Hotel, Stockport Road, Marple. 8.00*
	Tue 15	Jodrell Arms, Whaley Bridge. 8.00**
Macclesfield	Thu 17	Fools Nook Inn, Leek Road, Sutton, Nr Macclesfield. 7.30 *
	Fri 18	North Cheshire Cruising Club, The Wharf, High Lane, Nr Stockport. 8.00*
Trent & Mersey	Sat 19	The Pack Horse Inn, Station Road, Longport, Stoke. 8.00**
Caldon	Mon 21	The Boat, Basford Bridge, Cheddleton. 7.30*
	Tue 22	The Black Lion, Consall Forge, Nr Wetley Rocks. 7.30**
	Thu 24	St. Edward's Middle School, Westwood Road, Leek. 8.00* (Bar)
	Fri 25	Holly Bush Inn, Denford, Nr Cheddleton, 7.30**
Trent & Mersey	Sun 27	The Rising Sun, Newcastle Road, Stone. 8.00*
	Mon 28	Holly Bush Inn, Salt, Nr Stafford. 7.30**
	Tue 29	The Clifford Arms, Gt. Haywood, Nr Stafford. 8.00*

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The British Amazon

The amazing true story of Mary Anne Talbot who during her thirty years of life in the late eighteenth century was a drummer-"boy", cabin-"boy", powder monkey and actress and had many exciting adventures.

As usual, both shows are full of lively music, humour and song.

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HCS Sweatshirts XL	£9.50	50p p&p
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HCS Badges	.20	2nd class stamp
HCS Pens, black or blue	.25	15p p&p
Various Waterway Postcards	10 for £1.00	inc. p&p
Tunnel End Postcards	10 for £1.00	inc. p&p
Motor Boat 'lan' cut-out model	.75	15p p&p
Standedge Tunnel Tea-Towels	£1.75	25p p&p
Diggles 6" high	£1.00	25p p&p

Plates

Lace Plates	medium	(flower)	£3.50	For details of postage write to or telephone Jean Buckley
Lace Plates	small	(designs)	£2.50	
Tunnel End Plates		(set of)	£4.95	
Dungebooth Plates		(three) or each	£4.95	
Turnbridge Plates		£12.00	£4.95	

Books

Ladybird Book of Canals	.75	15p p&p
Ashton Canal Book	£1.00	15p p&p
Huddersfield Narrow Towpath Guides	reduced to £1.50	40p p&p
West Yorkshire Waterway Guide (spiral bound towpaths guide)	£1.95	40p 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.

Classified Ads

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

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

***Tunnel End
Canal &
Countryside
Centre***



NEW WINTER OPENING TIMES
 Monday — Closed, Tuesday — 2pm-4pm
 Wed-Fri 11am-1pm, 2pm-4pm
 Sat & Sun 11am-4.30pm

For details of Activities etc.
 Tel: Huddersfield 846062

**NEW INFORMATION LEAFLET
 ON HUDDERSFIELD
 NARROW CANAL**

A colourful new leaflet describing the Huddersfield Narrow Canal from Tunnel End, Marsden to Huddersfield has been published by Kirklees Council.

The leaflet produced by the Tourism Development Offices describes places of interest along this fascinating canal, the towpath walk and the Countryside Centre at Tunnel End, Marsden.

A useful map of Huddersfield Town Centre indicates points of access along the canal for those walking the towpath.

The eight mile towpath walk from Huddersfield to Tunnel End includes a series of information boards and three attractive picnic areas at Tunnel End, Rotcher near Slaithwaite and Appleyard near Golcar.

Other footpaths such as the Pennine Way and Colne Valley Circular Walk can be linked to the towpath making this part of Kirklees one of the most exciting areas in the north for walkers.

The leaflet costing 10p, can be obtained from local Council Information Centres, or from Tunnel End Centre, Marsden.

**Special Offer to
 Huddersfield Canal
 Society Members**

In 1986 Shire Cruisers will once again be operating the only hire craft on the restored section of the beautiful Rochdale Canal in West Yorkshire. A special discount of 10% is being offered to Huddersfield Canal Society members booking this craft.

The 4-berth narrowboat 'Rochdale Pioneer' can be hired for short 3 or 4 day breaks on the 6-mile 16-lock canal which climbs the dramatic steep sided Pennine valley.

Prices range from £135 to £195 and are fully inclusive of fuel, gas, VAT, TV hire, pets, etc.

Full details can be obtained from: Shire Cruisers, The Wharf, Sowerby Bridge, W. Yorks. Tel: Halifax (0422) 832712.

The July 1985 edition of Waterways World carried a colour feature on the boat and canal.

N.B. This offer does not apply to boats in the main fleet bound at Sowerby Bridge.

We are pleased to welcome the following new members:—

- 1419 Peter Edmonds, [REDACTED]
- 1420 Christopher J. Williams, [REDACTED]
- 1421 Dr Anthony D. Blackett, [REDACTED]
- 1422 Mr and Mrs Rodney Allen, [REDACTED]
- 1423 Andrew Lidster, [REDACTED]
- 1424 Mr and Mrs Bill Buxton, [REDACTED]
- 1425 Kevin R. Brew, [REDACTED]
- 1426 W. Campbell, [REDACTED]
- 1427 Dr Richard Whiteley, [REDACTED]

VAL DEWEY, Membership Secretary

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 (060 654) 2460

"The Boater's Hire Base"

- 6th Mar. 8.00pm Laurence Sullivan slide show at Pack Horse, Slaithwaite.
- 12th Mar. 8.00pm Social Meeting at Farrars Arms, Grasscroft, Oldham.
- 3rd Apr. 8.00pm Ian Preston the Project Engineer on the Marsden/Slaithwaite Restoration Scheme to give a talk at the Olive Branch, Marsden.
- 9th Apr. 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 25th Apr. 8.00pm prompt. The 6th Annual General Meeting of the HCS at the Pack Horse Hotel, Slaithwaite.
- 27th Apr. Tame Valley Toepath.
- 1st May 8.00pm East/West Games Night at the Railway, Marsden.
- 3/4 May The Drambuie Marathon.
- 14th May 8.00pm Farrars Arms. Grasscroft, Oldham.
- 17/18 May. Huddersfield Festival and Boat Gathering at Aspley Basin, Wakefield Road, Huddersfield, to celebrate the bridge re-opening.
- 5th-26th July WRG's Summer Workcamp at Diggle.
- 11/13th July Ashton Canals Festival.

Working Parties

2-day working parties — 15/16th March.

5th/6th and 19th/20th April.

All most welcome. Experience useful but un-necessary!

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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