



PENNINE LINK

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FESTIVAL EDITION



FREE to Members

25p

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Non-Council Posts

Cover photo: shows Ashton Canals Festival plaque designed by Ron Buckley.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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Editorial

This July/August issue of Pennine Link is, as usual, dominated by the Society's main fund-raising event, the Ashton Canals Festival taking place 13-15th July at Portland Basin, Ashton.

Whilst at the Festival, why not take a look round the new heritage centre, due to open early next year, but specially open the festival weekend for a mini-preview.

For anyone still with their raffle ticket counterfoils, **Please** ensure they're returned to the organiser without delay.

SUE GIBSON

On Saturday April 4th 1981 T.V. personality and writer on industrial archaeology, Anthony Burton ceremoniously began breaking open the concrete capping on Dungebooth Lock, Uppermill, thus beginning restoration work on the Huddersfield Narrow Canal. April 4th was chosen as the start date because the act of Parliament authorising construction of the canal was passed on April 4th 1794 and the canal was opened for through navigation on April 4th 1811. Today, five years after restoration work began, locks are open in Uppermill and Marsden, two large M.S.C. schemes are working on the canal, volunteers are working at Diggle. Wakefield Road Bridge in Huddersfield has been rebuilt to allow boats to pass again, and the infilled length of canal above the Brownhill Centre at Uppermill is being rebuilt. How much more progress will have been made in the next five years?

Before looking forward, the decision to use this issue of "Pennine Link" as the programme for the Ashton Festival makes this an appropriate time to look back. The Huddersfield Canal Society was formed by a group of canal enthusiasts in 1974. Membership of the Society grew rapidly and soon included many with no interest in boating. People who were interested in the canal for angling, towpath walking, or as local residents interested in improving the environment of the Tame and Colne Valleys. They all had a common purpose — to see the canal restored throughout its 20 miles from Ashton to Huddersfield. Although it had been officially closed since 1944, locks filled in and concreted, and parts culverted or even built on, at least 80% of the canal was still in water. The early members of the Society had been heartened by the reopening in 1974 of the formerly derelict Ashton and Peak Forest Canals which the Huddersfield

Narrow linked to at Portland Basin in Ashton. They thought it would be better to have water in the channel, moving boats and working locks, rather than a closed and silted waterway with concreted and broken down locks inviting the dumping of rubbish. The Huddersfield Narrow Canal was (and still is) of national importance as a vital missing link between the heavily used Cheshire and Midlands Canals and the underused Yorkshire waterways. It is the highest canal in the country, the only narrow canal to cross a major range of hills, and has by far the longest canal tunnel in the country at Standedge.

At first the Society concentrated on ensuring that no more of the canal should be lost. Eventually this led to Kirklees, Oldham and Tameside Councils all including policies discouraging or preventing further new development over the canal route in their Local Plans.

Actual restoration, however, was much harder. It was obviously going to be expensive — especially for a Society with limited funds. The canal was designated as a "Remainder Waterway" by the Transport Act of 1968 which, effectively, meant that the owners of most of it, the British Waterways Board, were only allowed to spend the minimum necessary in the interests of public safety and amenity insofar as maintenance was concerned. After considerable campaigning for support, the Waterways Board allowed the Society to begin an exploratory dig on two locks at Uppermill — to find out the condition of them under the concrete and spoil infill. Greater Manchester Council then came to the rescue by agreeing to pay any extra costs of maintaining restored locks. This allowed the Society's volunteers aided by other groups, notably the national Waterway Recovery Group, to go ahead and complete the restoration

of the locks. By 1983 it was possible to show how much more attractive a restored canal would be. It was also obvious that at the rate of progress being achieved it would take volunteers perhaps 75-100 years to complete the task.

At the end of 1982 the Society published three major reports, recommending that M.S.C. schemes be set up to restore the canal between Marsden and Slaithwaite (jointly with the Colne Valley Society and other local groups), and between Ashton and Stalybridge (jointly with the Waterway Recovery Group), and a report studying the number of jobs likely to be generated from new business attracted to the area if the canal was re-opened. This was based on reputable research carried out on other canals, and although the figures can, perhaps, be challenged in detail, the principle holds good. A restored canal will create jobs.

Let us now turn to the various projects which began then, and afterwards, and see what has happened.

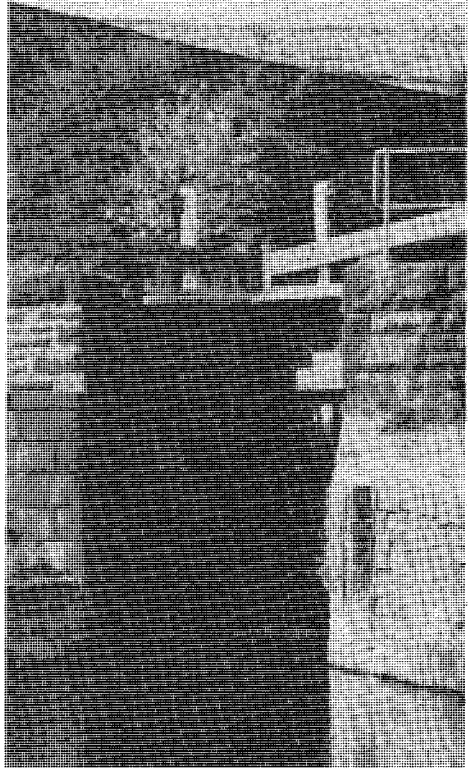


Photo shows Dungebooth Lock, Uppermill with the newly fitted gates. Photo: Sue Gibson



The restored lock 42 at Marsden
Photo: Kathryn Goodwin

(a) The Kirklees M.S.C. Project

Kirklees and West Yorkshire Councils carefully studied the Society's Marsden-Slaithwaite Report, and took the lead amongst the local authorities in accepting the proposal. A large M.S.C. project was set up under Ian Preston, an Engineer seconded from West Yorkshire County Council (now with Kirklees). He established a base at Colne Valley Workshops near the canal at Linthwaite where lockgates are constructed.

Work began at Marsden in May 1984 and is now well on the way to Slaithwaite. The first four locks at Marsden (Lock nos 39-42 East) were officially opened by Councillor George Speight,

the Chairman of Kirklees Council's Development and Technical Services Committee in March this year, and the canal should be open all the way to Slaithwaite next year.

The scheme is then intended to continue with restoration of the five locks below Slaithwaite after which it is hoped to see it continue to restore the canal down the valley through Linthwaite and Milnsbridge to reach the major obstacles to navigation where the canal has been built over near the centre of Huddersfield.

(b) The Ashton-Stalybridge Project.

The joint report prepared by the Society and the Waterway Recovery Group recommending restoration of this vital section of canal by means of an M.S.C. scheme was presented to the Tameside and Greater Manchester Councils. Both were enthusiastic but felt that other means of carrying out the work should be investigated. G.M.C. undertook this task. It became apparent, however, that even if another means could be found, it would take a considerable time before work could be programmed.

In August 1983 the Society joined with the Peak Forest Canal Society and the Inland Waterways Association to form the Tameside Canals Development Association with the intention of setting up an M.S.C. scheme to do work on the canals in Tameside. Councillor Frank Ruffley chaired the Association, and work began in May 1984 on restoring the overgrown towpath of the Peak Forest Canal. The project has now matured from the experience gained then. Huddersfield Canal Society has taken over the sponsorship of the scheme entirely through a subsidiary set up for that purpose known as Tameside Canals Ltd. It operates through the M.S.C.

Agency of Tameside Council and is now employing 143 people under Project Manager Stephen Whitby. They are continuing work on the Peak Forest Canal, where more than 5 miles of towpath are now easily walked, and working on various environmental projects associated with the Huddersfield Narrow Canal but, more important, they are restoring the three locks between Ashton and Stalybridge (lock nos 1-3 West).



Lock 1 West before work began on the Tameside Canal M.S.C. project. Photo: Alan Jervis

Although M.S.C. schemes are largely funded by central government, it is necessary for their sponsor to find additional funds for materials in many cases. In Kirklees this money has been provided largely by the District Council and (until their abolition in March) the County Council. In the case of Tameside Canals support has come from the British Waterways Board and the Inland Waterways Association, and the Society has pledged the funds raised by the Ashton Festival. The major funding, however, has come from a grant made by G.M.C.



Lock 2 West before work began. Steel pile cap removed and workboat moored at the head of the lock. Photo: Waterways World

(c) Locks 1 and 2 East, Huddersfield.

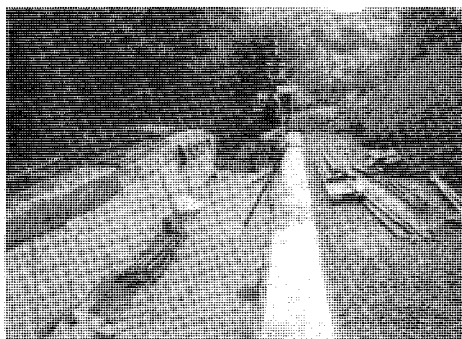
The Society looked for a volunteer project to continue from the successful Uppermill scheme. Various projects were looked at. Eventually, however, it was decided that Locks 1 and 2 above the Polytechnic in Huddersfield seemed to be the best choice, and negotiations began with Kirklees Council. These were successful — but in a different way to the Society's original aspiration. The Council decided it would be better for these locks to be added to their existing M.S.C. project — and work has, in fact, begun.

(d) Uppermill Infilled Section.

When Dungebooth and Lime Kiln Locks were restored in Uppermill a project was designed by which the canal above the locks could be reunited with the basin at Wool Road to allow boats to turn above the locks. Here a short length of canal between the basin and the Brownhill Visitor Centre had been filled in when Wool Road was widened. There was

sufficient space, however, to reconstruct a narrow channel. The project was discussed with Oldham and Greater Manchester Councils and the Waterways Board.

G.M.C. decided that it would be appropriate for them to carry out the work. Shortly before the abolition of the County Council in March of this year a contract was let with Ruttle Plant Hire of Chorley to construct a new concrete channel. About half of this is in place as I write.



Uppermill Infill Section. Photo: Colin Chadwick

(e) Locks 31 and 32 West, Diggle.

Looking for further work for volunteers, it was decided that as the work in Marsden at the east end of the Standedge Tunnel was so well advanced it would be sensible to begin work at the west end on the top two locks at Diggle. These locks are owned by Oldham Council who readily gave consent for the Society to begin work and have given considerable help with the project. Work began last year on what is a much larger task than we faced at Uppermill. Working parties are held regularly (see back page for dates). New volunteers are always welcome. No previous experience is needed and there is a range of work available. It isn't all wading in mud or heaving heavy shovels.

(f) Wakefield Road Bridge, Huddersfield.

In March of this year County Councillor Garth Pratt cut the tape and County Councillor John Sully steered the boat to officially open the new Wakefield Road Bridge. When this main artery into Huddersfield town centre was rebuilt as a 6 lane road in the 1960's the old canal bridge has been filled in and the canal piped under the road. The County Council saw the importance of reopening this major obstruction to navigation which, coupled with the Ashton-Stalybridge project, would allow boats to enter both ends of the canal again. The contract to reconstruct the bridge was completed by contractors, Streeters Northern Ltd. ahead of time.



Bob Dewey (left) and Keith Gibson pose for the press as they inspect the work in progress at Wakefield Road bridge. Photo: Yorkshire Post

The Future.

Having looked at the various projects to restore parts of the canal, where do we go from here?

In October 1984 a meeting was held at "The Coach and Horses" on Stand-edge, almost above the famous tunnel. All of the Local Authorities participated, and the meeting was chaired by the Waterways Board's Director of Leisure. It was accepted that, although there were large problems to overcome, significant progress was being made, and that a unified approach would be worthwhile.

Subsequently a Huddersfield Narrow Canal Joint Committee has been formed chaired by Sir Leslie Young, the Chairman of the Waterways Board, on which all of the Local Authorities are represented (Kirklees, Oldham and Tameside since the demise of the County Councils). The Committee have discussed how to continue restoration and, particularly the Society's Tameside Canals project, after the demise of the Counties.

That discussion led to detailed negotiations between G.M.C., the Waterways Board and the Society, as a result of which the Society has agreed to finance M.S.C. work on the west side of the canal (i.e. between Diggle and Uppermill, and from Uppermill to Stalybridge) and to arrange for 4 bridges in Saddleworth which have been culverted to be rebuilt. In return for this agreement Greater Manchester Council made a grant to the Society in March of this year: a total of 1.2m towards restoration of the Huddersfield Narrow. The co-operation of British Waterways in agreeing that the work could be carried out, and of Oldham and Tameside Councils in expressing their willingness to enter into Maintenance Agreements were prior requirements of this significant step forward.

Although it now seems certain that the bulk of the canal will be restored largely by M.S.C. labour in the next few years,

there are still major problems to be overcome: the filled in (or even built over) sections in Huddersfield, Slaithwaite and Stalybridge and the significant cost of reopening Standedge Tunnel where a backlog of maintenance lasting for almost all of this century will have to be tackled before the public can be admitted. The Joint Committee have considered commissioning a study into the work needed on the tunnel but, so far, the cost has proved a stumbling block.

Aided by grants from G.M.C. and the Inland Waterways Association the Society recently commissioned a report into the various alternative routes by which the canal could be rebuilt through Stalybridge from engineering consultants W.S. Atkins and Partners. This has been well received by Tameside Council who are studying the various options before deciding on which route to support.

It is appreciated that it will be necessary to seek financial aid — from Government or E.E.C. sources for example — to overcome the major problems. A detailed and independent study carried out to Treasury approved guidelines is generally thought to be a necessary prerequisite to obtaining such aid; to prove that a project is good value for money and that the return to the community justifies the expenditure. The Joint Committee have, therefore, asked the Society to appoint consult-

ants to produce a study to show the benefits restoration will bring. Leisure and Recreation Consultants are a management consultancy specialising in leisure and tourism and part of the L and R Group which also operates theme parks such as the 1986 Stoke Garden Festival. They are collaborating with PIEDA in preparing the study. PIEDA are economic and funding consultants with a record of achieving major grant-aid for projects. This report should be presented to the Joint Committee later this year.

When the report is available it is expected to suggest priorities for work. Future M.S.C. work programmes will be influenced by that, and the long road towards seeking grant-aid, and carrying out design work and consultations on the major projects can begin.

When David Sumner, then Vice Chairman of this Society (now Chairman) wrote in the May/June 1981 issue of "Pennine Link" about the beginning of restoration work at Dungebooth Lock, Uppermill, he posed the question: "will the whole canal be reopened to through navigation on April 4th 1991 or 2001?" Few people other than the members of the Society believed it could ever happen then. With the progress made now 5 years later is it possible to have such a doubt now? April 4th 1995 would suit me — otherwise I owe Alec Ramsden a bottle of single malt whisky!

KEITH GIBSON.

Telephone: Glossop 66536 or 061-427 2377

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Prop: Monica Sidebottom

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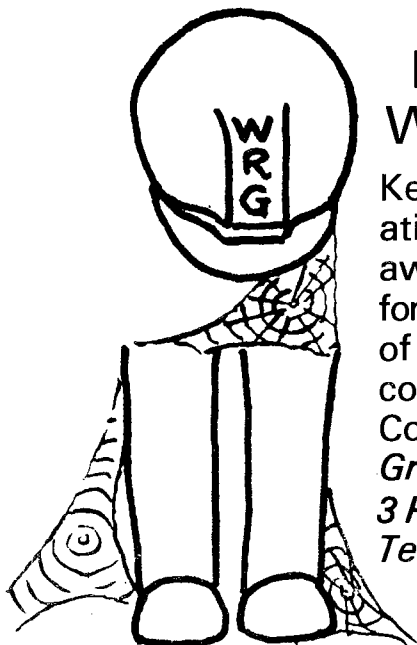
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Contact: *Waterway Recovery Group. Malcolm Bridge, 3 Heather Bank, Littleborough. Tel: 0706 78582*

This July, from Saturday 5th to Sunday 27th to be exact, HCS will be hosting the WRG Work Camp. The worksite is primarily lock 31W at Diggle and although much of the work will be heavy going — the lock is filled with quarry waste and capped with reinforced concrete — there will scope for less strenuous, more skilled work. Put simply whatever your talents, if you have any at all, we can find useful jobs for you.

Apart from the actual physical work we hope to get done, the Camp will hopefully serve another purpose — that is recruitment for both HCS and WRG. The Camp will draw locals and people from further afield (there has already been an enquiry from GHANA!) In order to get these future navvies "hooked" there must be a feeling of active involvement from the local society otherwise they tend to feel the work on the Huddersfield consists of an annual 3 week Work Camp by WRG. In other

words — yes you guessed it, this is an appeal for you locals to come and sign up for the Work Camp. Apart from providing evidence of local involvement your experience makes the organisers job a lot easier.

Whether you book in for (preferably) 3 weeks or 1 day your presence will be appreciated, in any field from helping the cook to operating machinery and driving dumpers (an area where experience will be lacking).

Please inform me, if possible, when you will be turning up rather than appear "on spec".

MIKE PALMER
(joint Work Camp organiser)
061-483 1747
53 Southwood Road,
Great Moor,
Stockport,
Cheshire.
SK2 7DJ.

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

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On 3rd May, 18 intrepid voyagers arrived at Tunnel End (together with 9 inflatable dinghies, sundry back-up personnel, cars etc) ready to do battle with the Huddersfield Narrow (East Side) the Huddersfield Broad, Calder & Hebble and Rochdale Canals. (If you think it sounds mad, the event started in someone's mind as a Manchester to Manchester event (via the whole of both Huddersfield & Rochdale Canals!)



Lock 40 at Marsden



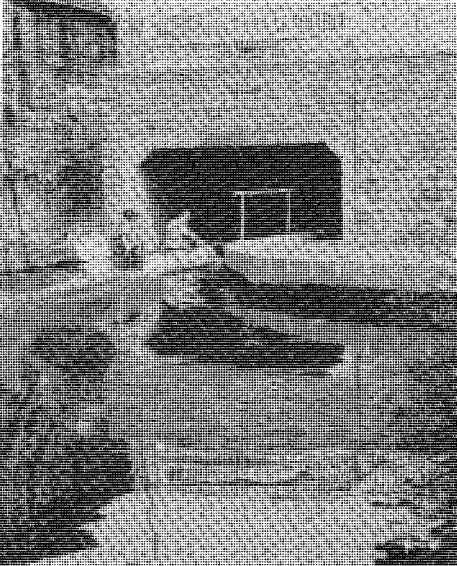
Competitors briefing at Tunnel End

The dinghies had to travel along the specified part of these canals being portaged (by car) from lock 39 to Golcar — to avoid the section being restored and Slaithwaite centre; from Longroyd Bridge to Huddersfield Polytechnic. After that it was plain sailing (?) to Sowerby Bridge.

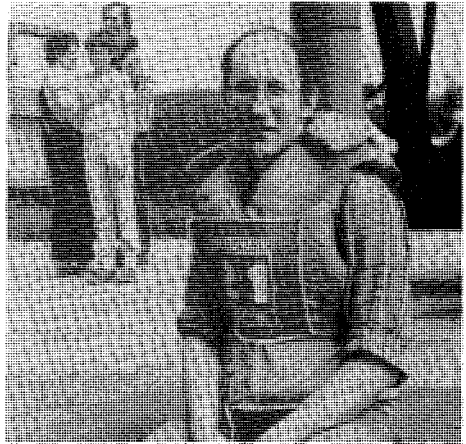


Milnsbridge is this way.....

The South Pennine Boat Club/H.C.S. team (HCS represented by Dave Wakefield at the last moment) did astonishingly well since their outboard gave problems but since this was not a race but rather a time trial with penalties for being late but double penalties for being early, their handicap proved an advantage!



Under Wakefield Rd.

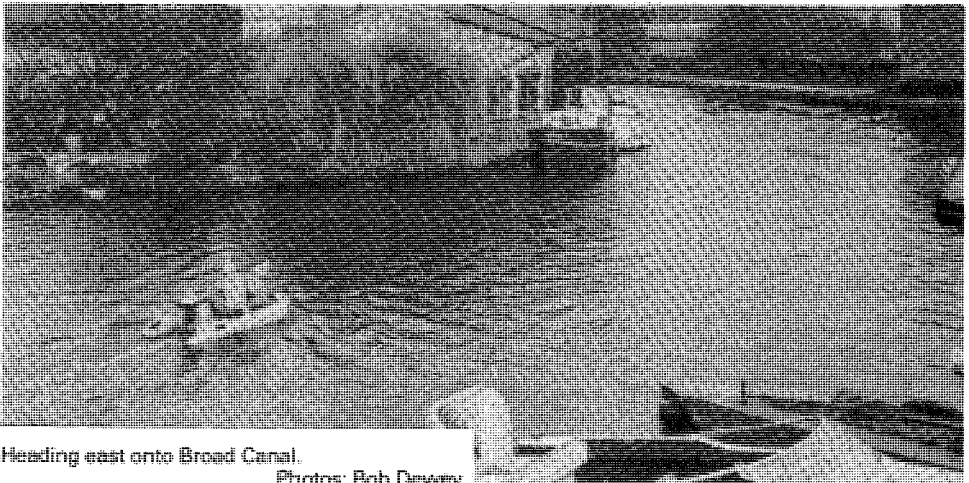


Dave Wakefield the HCS team.....

For May the weather was remarkably unseasonable (it was warm and fine!!) until the boats reached Salterhebble (nr Halifax) late afternoon when a thunderstorm erupted.

To all the competitors congratulations, but particularly our thanks to John Morley and Trevor Ellis for their organisation of the event for HCS (also to Calder Navigation & Rochdale Canal societies who shared the organisation) — let's hope to see more of you next year!

BOB DEWEY



Heading east onto Broad Canal.

Photos: Bob Dewey

For those of you who have just opened your Pennine Link and are wondering what is going on, this is the month of frivolities etc., yes, you've guessed it, its Ashton Canals Festival again. For those of you who don't know anything about us, do come along on the 11th, 12th & 13th of July to Portland Basin, Ashton-under-Lyne. If you happen to have that weekend spare do contact Joan Harvey on Mossley 5963 or at 24 Woodside Street, Carrbrook, Mossley. She is our manning officer and is desperately trying to find people to man gates, so do come along and support your canal in Tameside and contact Joan.

If any of you wish to have a craft or trade stall for the weekend, contact Trevor

Harvey at the above address and phone number.

If you have a boat and have not yet sent for your boat entry form, please contact Vince Willey on 061-330 9810 or write to him at 31 Middle Green, Ashton-under-Lyne.

For any other queries, no matter how trivial, our chairman Brian Minor will be only too pleased to help you. Contact him on 061-789 4867 or at 45 Gorton Street, Peel Green, Eccles, Manchester.

If you can't help, or have not got a boat or a trade or craft stall, do still come along and see how the restoration of the canal in Tameside is progressing.

Standedge Trail

The Standedge Trail produced as a joint effort by the local and 'passed on' county councils plus the Countryside Commission is sure to make you get your walking boots out from under the stairs.

With interesting facts to read along the way *plus* the easy to follow route —with map on reverse — this surely represents excellent value at only 35p. Available from the Tunnel End Canal & Countryside Centre.

**PRESS DATE FOR
SEPTEMBER/OCTOBER
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Standedge Guide

Standedge Guide. An Industrial Landscape of Roads, Canals and Railways by Graham Keevil. Published by Kirklees MBC at £2.95 is a highly detailed and well researched history of Standedge from pre-history through Roman and Industrial Revolution to present day.

It describes natural features, feats of engineering as well as the characters of yesteryear who've helped make the area so unique.

For me not only does it give some insight into the scale and method of the constructions but it also catalogues the industrial remains on the surface of Standedge which are an asset awaiting attention. A most interesting and informative read.

COLIN CHADWICK



Photo shows Val Beswick and Peter Middleton, Senior Consultants with L & R, hard at work at the Liverpool office.

L & R Leisure Consultants, one of the UK's top specialist management and tourism companies are leading the major study of the benefits of restoring the Huddersfield Narrow Canal for the Huddersfield Canal Society.

L & R have come to this assignment following a string of waterways, transport and heritage projects; the Anderton Boat Lift, the Leeds and Liverpool Canal, the East Lancashire Light Railway and UK Waterways Holidays being the most recent studies.

This study goes beyond an assessment of benefits for canal restoration. It also aims to provide a creative basis to help further tourism development in Kirklees, Oldham and Tameside.

The work is being led from the Liverpool Office of the practice, in line with the L & R philosophy of regional expertise. Val Beswick, the Project Manager said "the job is a real challenge! We're delighted to be working with such a

committed enthusiastic and professional organisation as the HCS. Even the Standedge Tunnel trip hasn't put us off".



Photo shows John Morley the HCS Boat Officer receiving the Huddersfield Broad & Narrow Canals Plaque after Stan had passed under the Wakefield Road Bridge.

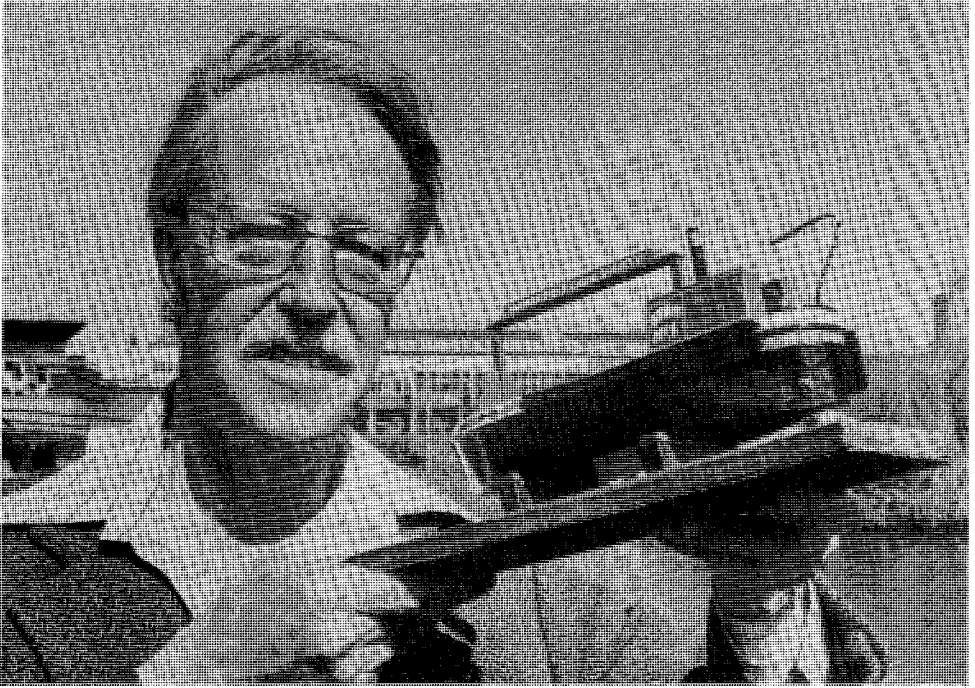


Photo shows John Maynard with his model of 'Stan'.
Photo: Yorkshire Post

John Maynard HCS founder chairman, has been presented with a new boat to play around with — but it is not intended to float.

John did give it a short trial run on the Broad Canal at Aspley, Huddersfield and announced "Just like its big brother. It's well down at the stern."

His new boat, intended to stand on his mantelpiece at home is a specially commissioned replica of "Stan" the Society's first trip boat and which John, one of the four people who founded the society, was largely instrumental in renovating and turning into a cruisable craft.

"Stan" originally worked as a trip boat in Wales and when it arrived in Huddersfield it was in a sorry state and needed a complete renovation

— and a means of powering it.

John decided that electricity should be the means of propulsion — logical because he is an electrical engineer — and so a motor was "acquired" from an old fork lift truck and batteries were obtained from two companies as an energy source.

"Stan" has carried hundreds, if not thousands of people, and has flown the flag for the society at rallies up and down the country.

"She may not be the perfect trip boat, but she led the way and showed that we could run a boat on the narrow canal," said John. He has, of course, retired from official active office with the society, but there is no doubt he will be around, helping, advising and reminiscing about the early days of the society.

The Huddersfield Canal Society Chairman David Sumner and the rest of the HCS Council wish Brian Minor, the Festival Chairman, and his committee every success with this years Ashton Canals Festival taking place on the 13/14/15th July 1986.

The proceeds of the Festival will, this year, be aiding the restoration of the canal on the west side, where work on the Tameside Canal Project at Ashton has recently started.

PRESIDENT

Mrs Barbara Castle, M.E.P.

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Mr Tom Pendry M.P.
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Festival Chairman's Welcome

For the second time I have the pleasure of welcoming the members of the Huddersfield Canal Society and the General Public who are joining us for the Ashton Canals Festival this year. In the twelve months since our last gathering the pace of restoration has quickened enormously. Our very good friends (and landlords for the weekend) Tameside Borough Council have completed the restoration of the warehouse in the basin — don't miss the Architects Department exhibition on display in there — and have made the whole area around Portland Basin into a place of beauty. The Tameside Canal Company, which is a Community Project Company is busily restoring the canal from the basin to Bailey Street, Stalybridge — please take a walk up and see the enormous amount of work they are doing. Work is also taking place on environmental schemes up the valley and on the stretch of canal from Stalybridge towards Mossley. All the canal

work is being done in close liaison with the British Waterways Board who will have to operate the canal when restoration is finally completed. Incidentally, local employers are finding this a fruitful source of recruitment, after all, anyone who has worked through last winter on a reconstruction project like this is bound to be a conscientious worker. So not only are we creating a better environment we are also finding people REAL jobs.

My personal thanks to all the members of the committee who have made my job such a doddle. All I have to do is to keep some semblance of order at our meetings, all the work is done by someone else! The committee has a family atmosphere, there are three husband and wife combinations, two father and daughter ones and one father and son amongst the members. We hope that this friendly family atmosphere spills over into the festival. We are going to enjoy ourselves and we intend that you will too.

BRIAN MINOR

Programme of Events

FRIDAY EVENING

7.30-8.15 Kentucky Blue
 8.15-9.00 Cashmere
 9.00-9.45 Pete Ryder
 9.45-10.30 The Pennine Folk
 10.30-11.15 Fiona Simpson

Admission £1



SATURDAY EVENING

7.00 Camra Beer Tent and Site opens
 7.30-8.30 Pete Farrow 'The Biscuit Tin Band'
 8.30-11.00 Hot Spa Stompers
 11.00 Camra Beer Tent closes
 11.30 Site closes

Admission £1

SATURDAY

10.00 Site Opens
 12.00 Camra Beer Tent & Catering Tent Open
 12.30 Uppermill Brass Band
 1.30 Saddleworth Morris Men
 2.00 Mystery Hyny
 2.30 Civic Cruise
 2.30 Saddleworth Morris Men
 3.00 Official Opening Ceremony
 3.15 Uppermill Brass Band
 4.15 Sokil Ukranian Dancers
 4.30 Camra Beer Tent closes
 5.00 Site closes

Admission 50p Adults,
 25p Children

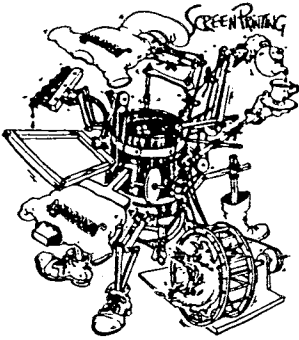
**Message from
 Barbara Castle MEP
 Festival President**

I am looking forward to being with you all on 12th July. The Ashton Canals Festival is not only great fun: it is an occasion when we renew our determination to complete the restoration work and bring our Canal into use again for the enjoyment and leisure pursuits of our people. We must not slacken our efforts!

SUNDAY

10.00 Morning Service
 Site opens
 12.00 Camra Beer Tent & Catering Tent open
 12.15 Uppermill Brass Band
 1.00 Dan Dan the Punch & Judy Man
 1.30 Mystery Hyny
 2.00 Saddleworth Morris Men
 2.45 Uppermill Brass Band
 3.30 Dan Dan the Punch & Judy Man
 4.00 Raffle Draw
 Mystery Hyny
 4.30 Camra Beer Tent closes
 5.00 Site closes

Admission 50p Adults,
 25p Children



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Diggle Restoration Report:

At the time of writing we are looking forward to the Waterway Recovery Group Summer Workcamp which takes place at our Diggle site, locks 31W and 32W, between 5 and 27 July. The main aim of the camp is to clear the chamber of lock 31W, a job which would take several months of our normal weekend working and cause annoyance due to the nearby house. If time and numbers permit, some rebuilding may be possible or a start could be made on lock 32W.

Our own work recently has been concentrated on recovering the quoins (the specially-shaped stones in which the gate turns) from around the Landscaped area where they were arranged (as seats?) after the partial demolition of lock 32W. The largest of these must be about 20 cubic feet, making it very heavy indeed. The method used was to jack the stones out of the ground onto rollers and to winch them across the field.

Over the next month, working parties will be held every weekend due to the workcamp, reverting to our usual pattern afterwards:—

5/6 July, 12/13 July, 19/20 July, 26/27 July.

2/3 August, 16/17 August.

6/7 September, 20/21 September.

TREVOR ELLIS.

Huddersfield Canal Festival 17/18 May

Friday saw the first one emerging. Saturday saw more skill and on Sunday they disappeared again. Yes, boats had travelled under the new Wakefield Road Bridge at Aspley to attend the canal festival at the Polytechnic canal side site. We had typical HCS rain on the Saturday and even though the sun shone on Sunday the wind blew. It did not dampen the spirits though and everyone played their part with great gusto including 2 bands, 2 sets of Morris Dancers, a scout canoe team, not forgetting the sea cadets who did displays and generally helped out throughout the site.

We had a fun castle, paddle boats and roundabouts for the children. The Huddersfield Hospital Radio Service broadcast from the site and provided our P.A. system for the weekend. There were lots of stalls to spend your money at and hot dogs and ices etc. to eat.

Our thanks go to everyone concerned, with an extra thanks going to the Polytechnic for the use of their facilities for the weekend.

ANNE CROSLAND.

PRESS DATE

Articles for the September/
October issue are due in
by 1st August

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Work Boats at Marsden

On 16th April, BWB took delivery of two work boats at Marsden. Craning them into the canal was a delicate operation as the distance from lorry to crane was too great and exceeded the gib angle/weight limitation of the crane. A second crane was brought and the two together lifted the boats off the lorry and deposited them on the ground. From there the first crane was then able to lift them into the lock chamber. The operation was not made any easier by the high wind and torrential rain.

CLIVE DURLEY.

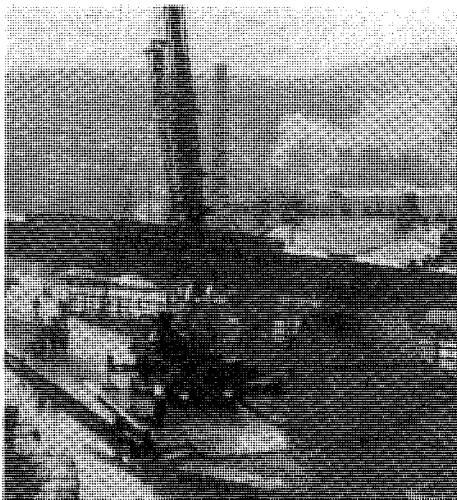


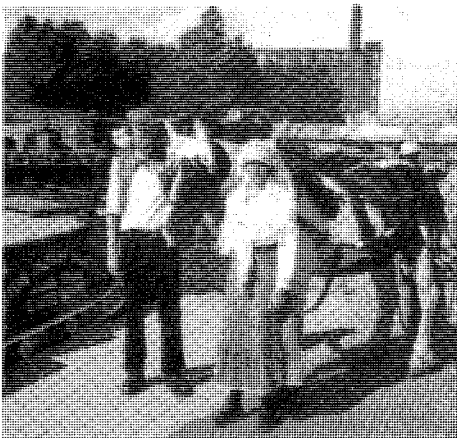
Photo by Clive Durley shows workboat being craned into the lock chamber.

Sonny's Diary

Following the Slaithwaite Moonraker event in February (see Pennine Link no. 69) Sonny returned to Manchester. Some brave folks turned up for our first boat trip of the season on Easter Sunday after torrential rain all week. We were all rewarded by sunshine which came out in the afternoon. It felt good to be underway again, waving to people who live or work beside the canal(s) and had not seen us since last autumn.

The boat's interior has recently been improved by being fitted out with new seats and a new floor. We need some dry weather to get the exterior painting done, so that the boat's colours match the gaily painted bobbins on Sonny's harness.

We had difficulty on our next trip heading towards Manchester. Gates have been put up to prevent motor-cycles on the towpath. The padlock on one gate had seized up over the winter.



When we finally got it open to let Sonny through we were left with a very mangled Leeds and Liverpool key. The winding hole at Fairfield Lock was used to turn the boat. Sonny has learnt to do this operation with patience, leaning gently into his collar to ease the boat round against the resistance of the water. He knows when the boat is facing the right direction, as he feels it follow easily behind, and he sets off needing no urging on.

SUE DAY.

Comments by Cnty Cllr (as he was then) John Sully, at the re-opening of the Wakefield Road Bridge tunnel, about an article I had produced spurring restoration of Rochdale Canal and the Huddersfield Narrow, prompted scrutiny of an old cuttings book.

When had I scribbled it — and why? A yellowing piece of newsprint gave the answers. It was in 1976 and the reason was a visit to the north by David Hutchings, the man who performed what was then acclaimed as a waterways miracle by restoring a derelict, weed-choked section of the River Avon and so completing the Avon Ring of waterways — the Avon from Tewkesbury to Stratford, the Stratford Canal, the Worcester and Birmingham and the River Severn.

We met and talked on a stretch of the Rochdale which resembled the Avon he remembered before he waved his wand and turned it — not without problems and setbacks — into a super cruising river whose charms I had enjoyed that year, with family, in a hired 26ft petrol driven plastic tub.

I wanted the Hutchings' view on creating a Pennine Ring and it was typical of the human dynamo, whose innovative ideas in the Avon restoration included the use of prisoners, Borstal boys and Army sappers, complete with explosives, that he was forthright, critical or officialdom, optimistic and enthusiastic about the prospect.

Quote, by David Hutchings a decade ago "The Rochdale and Huddersfield Narrow were superbly built and have lasted well through the years. All that is needed is dredging. The locks should present no problems. On the Upper Avon we built locks from scratch in thirty-eight days — and they were much bigger than canal locks.

"A canal lock could be restored in a weekend with sufficient labour — and there is a vast pool of volunteers willing

to work for nothing. Money is not impossible to get — there are many sources from which generous donations could be obtained".

Moneywise he rejected the estimated figure of £20m pointing out that the Upper Avon restoration had cost a mere £360,000 — a tenth of the original estimate. And (here the optimistic Hutchings was looking into a rather unreliable crystal ball), the canal could be navigable throughout in five years.

He believed, as most of us do, that the Yorkshire and Lancashire waterways network, was as worthy of restoration as the Avon — the benefits of which have proved to be remarkable.

Hire boat firms flourish, towns en route enjoy increased business — public houses certainly do. The major difficulties are encountered by boaters themselves. For unlike BWB canals there is no towpath, land is privately owned and moorings are either free, but impossible to guarantee, or costly.

Ten years ago HCS officials, I found, were a cagey lot — they certainly did not share the Hutchings' view of navigation by the early 1980's. But they did agree that more co-operation between authorities would speed up the scheme. How right they were.

Hutchings was also prophetic when he posed two questions and said that the answers would guarantee eventual restoration and the creation of the dream of a Rochdale-Huddersfield Narrow dominated Pennine Ring.

"One question is whether people are willing to stop any further official damage to the canal, and the other is whether people want to revive it. If the answer to both questions is 'yes' then enthusiasm should do the rest", he said.

Add MSC schemes and he was certainly on target.

ALEC RAMSDEN

July

Droitwich	Sat	5	Inland Waterways Association National Trail-Boat Rally, King George's Field, Droitwich. 7.30* Bar. <i>This performance is sponsored by British Waterways Leisure.</i>
Grand Union	Sun	6	New Inn, Buckby Wharf, Long Buckby. 8.00**
	Tue	8	Bridge 61 Bar, Bottom Lock, Foxton. 8.00**
	Thu	10	Black Horse, 65 Narrow Lane, Aylestone. 8.00*
River Soar	Fri	11	The Navigation, Mill Lane, Barrow-on- Soar. 8.00**
	Sat	12	The Boat, Meadow Lane, Lough- borough. 8.00*
Cromford	Sun	13	Junction Special '86, High Peak Junction, Nr Cromford. 3.00*
River Trent	Mon	14	Canal Museum, Canal St., Nottingham. 8.00* Bar
	Tue	15	Old Kings Arms, Kirkgate, Newark. 8.00**
	Thu	17	Bromley Arms, Fiskerton, Nr Newark. 8.00*
	Fri	18	Canal Museum, Canal St., Nottingham. 8.00** Bar
Erewash	Sat	19	Steamboat Inn, Trent Lock, Lock Lane, Long Eaton. 8.00** <i>This performance is sponsored by the Inland Waterways Association.</i>
Trent & Mersey	Sun	20	Malt Shovel, Shardlow, Nr Derby. 8.00*
	Mon	21	The Bubble Inn at Stenson, Nr Derby. 8.00*
	Tue	22	Rising Sun, Willington, Nr Burton-on- Trent. 8.00**
	Thu	24	Bridge Inn, Branston, Burton-on- Trent. 8.00*
	Fri	25	The Swan, Fradley Canal Junction, Nr Alrewas. 8.00**
Birmingham & Fazeley	Sat	26	Three Tuns, Watling St., Fazeley, Nr Tamworth. 8.00**
Birmingham	Sun	27	Queen's Tavern, 23 Essex St., Birmingham. 8.00*
	Mon	28	The Fountain, Owen St., Tipton. 8.00** <i>This performance is sponsored by the Birmingham branch of the Inland Waterways Association.</i>
Worcester & Birmingham	Wed	30	Boat and Railway, Stoke Works, Nr Bromsgrove. 8.00*
	Thu	31	The Hop Pole, Birmingham Rd.,

Bromsgrove. 8.00**

August

	Fri	1	October House, next to Old Forge, Tibberton, Nr Droitwich. 7.30**
	Sat	2	The Commandery, Sidbury, Worcester. 7.30*
River Avon	Sun	3	Fleet Inn, Twyning, Nr Tewkesbury. 7.30**
	Mon	4	Ye Old Black Bear, High St., Tewkesbury. 7.30*
Gloucester & Sharpness	Tue	5	Pilot Inn, Sellars Bridge, Hardwicke. 7.30* <i>This performance is sponsored by the Inland Waterways Association.</i>
	Thu	7	Berkeley Hunt, Purton, Nr Berkeley. 7.30**
River Severn	Fri	8	Coal House Inn, Apperley, Nr Tewkesbury. 7.30**
	Sat	9	Camp House Inn, Grimley, Nr Worcester. 7.30**
Staffs. & Worcs.	Sun	10	Black Star, Mitton St., Stourport. 7.30*
	Mon	11	The Lock, Wolverley. 7.30**
	Tue	12	Round Oak Inn, Ounsdale Rd., Wombourne. 7.30** <i>This performance is sponsored by the Staffs. & Worcs. Canal Society</i>
Shropshire Union	Thu	14	Autherley Boat Club at Water Travel, Oxley Moor Rd., Wolverhampton. 7.30*
	Fri	15	Bridge Inn, Brewood, Nr Wolverhampton. 7.30* <i>This performance is sponsored by Countrywide Cruisers and Gailey Marine.</i>
	Sat	16	Wild Hollow, Monks Walk, Gnosall. 3.00**
	Sun	17	The Anchor, Old Lea, High Offley, Nr Woodseaves. 12.30 & 7.30*
	Mon	18	Talbot Inn, Newcastle Rd, Market Drayton. 7.30*
	Tue	19	<i>Bridge Inn, Audlem. 8.00** This performance is sponsored by the Shropshire Union Canal Society.</i>
	Wed	20	Shady Oak, Tiverton, Nr Tarporley. 7.30*
	Fri	22	King's Lock Inn, Middlewich. 7.30**
	Sat	23	Anderton Campaign Rally, Anderton Boat Lift, Anderton, Nr Northwich. 3.00*

Belgium Tour — 15th-30th September 1986

South Pennine Tour — 3rd November-13th December 1986

**Just The Job", **The British Amazon

The Diary of a one time Reluctant Mariner!

Anne & Ken with Simon (18) and Sarah (12) and friends Simon and Martha (and, of course, William the Dachshund) are nearing the end of their fourth canal holiday in April 1983, on the "Henry Palmerston" from Acton Bridge. They are on the Llangollen Canal on their way back to base.

Day 6 Thursday. (Vital statistics: Locks, miles etc. missing — I will not forget again, promise!)

Set off at 7.45 to get a good start — really beautiful morning and one of the warmest days — we **have** been lucky. Made it to Grindley Brook in good time — bought some things at the shop and took some photos — locks ready for us this time (thank goodness). Decided to pump out at Wrenbury but when we got there the pump was out of order! We have plenty of time so will detour down the "Shroppie" to Nantwich. Got English County Cruises brochure from Wrenbury Mill. Brochure and mill v. posh. Weather still good all the way to junction at Hurlston then started to rain. Went to Br. Waterways boatyard to pump out; saw a lovely narrowboat for sale — £10,000. (Ken and I have often day-dreamed about owning our own boat but have decided against on many counts :— 1. We haven't the time to spend to-ing and fro-ing to look after it — weekends are too precious. 2. A lot of owners never seem to get away from the bank — they sit and talk to neighbours — we like to GO!! 3. Operating largely from one base all you see is the same length of canal every trip. 4. at 1983 prices £10,000 represents about 60 weeks' hire — enough for most people for a lifetime and able to move about as will from one canal to another. 5. No responsibility outside the hire period. 6. We can't afford it!

It might be a different story when the Huddersfield Narrow is open — then the boat would be 'at the bottom of the garden'.) Rain kept off but v. black and lightning over Middlewich — hope it goes before we get there. Swans chased William this morning — wonder he didn't jump in he got so excited. Stopped briefly for dinner of curry followed by fresh pineapple and cream. Went on to top lock at Middlewich and moored up in the dark after 13 hours on the go (I wonder if one would do that, often, in one's own boat?) Seeing Ken trudging about in the dark, in wellies, mooring by torchlight, reminded me suddenly of The Big Six, Arthur Ransome's super boating story on the Norfolk Broads — only none of the "Death or Glory Boys" had a bald head! Went to the King's Head and rang Ken's sister Annie about visiting tomorrow (she's the one who lives by the Anderton Lift). Bed early. Torrential rain through the night.

Day 7 Friday. Woke early to more clear, blue skies — we really have had perfect mornings. Worked the Middlewich locks on my own at first — a bit hard going but can manage. Martha came to help me with the third and then Sarah with the last — Simon (friend) driving. Moored up to have breakfast and do some shopping. Our Simon up last as usual (where Ken was through all this I have no idea — even he doesn't spend so long in the loo!) Nice shops and pubs — pity we couldn't have got down the locks last night — bought a new lead for William. Off by 9.30. Sun disappeared and very overcast for our last day. Did some steering — must do more to get used to it (that makes quaint reading 3 years and 50 callouses later!) Past the rust of the chemical works at Northwich and the Lion Salt Works (1986 note — salt works closed due to fire — don't visit without checking first!) Got to Anderton

Lift by 12.15 but they had knocked off for lunch. Annie came to meet us — we moored up and had lunch with her then came down the lift. Annie came with us for the ride then we parted and she walked home. After all these years of living on the doorstep of the Anderton Lift that was the first time she had been down it and enjoyed the experience. Wonder if we will ever be able to use the lift again?

weigh in excess of 25 tons. Oh what luxury — superbly fitted out even with separate cabins complete with double beds, interior sprung mattresses and no making up the dining table! Even a cocktail cabinet — bit up market for the bottles of home-brewed beer and wine we take on board!

Went to the Leigh Arms; nice pub. Back at 10.30 and bed ready for an early start in the morning.

Through the mighty Saltersford locks and on to moor up at Acton Bridge. Packed, had dinner — sausage, baked beans and jacket potatoes. Had a look round Bristol, one of the Blue-Ribbon class with the traditional boatman's cabin on the back. It is hired out only to experienced boaters — not surprised after the boating catastrophes we have seen and heard of — getting caught on sills and sinking in locks. The boats are over 70ft and in the case of Bristol

Day 8 Saturday. Can't believe our holiday is over — gone so quickly — up at 7.50. Had breakfast. Packed everything away and thoroughly cleaned the boat. I wish my housework at home was as easy. Mrs S. arrived with the other car at 9.00. Away by 9.45 and home by 10.30! Bought William another new lead (I **WILL** try harder!) and picked up my car which was being repaired.

Beautiful day — all over for another year — Cheshire Ring next year!!

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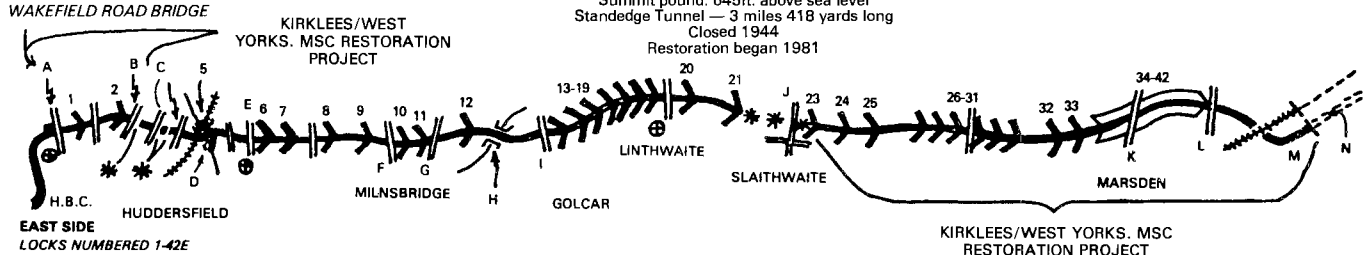
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Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr Oldham.

for details Tel: 04577 3040 Member H.C.S.

The Huddersfield Narrow Canal – built 1793-1811
 Engineer: B. Outram
 Length: 19 7/8 miles

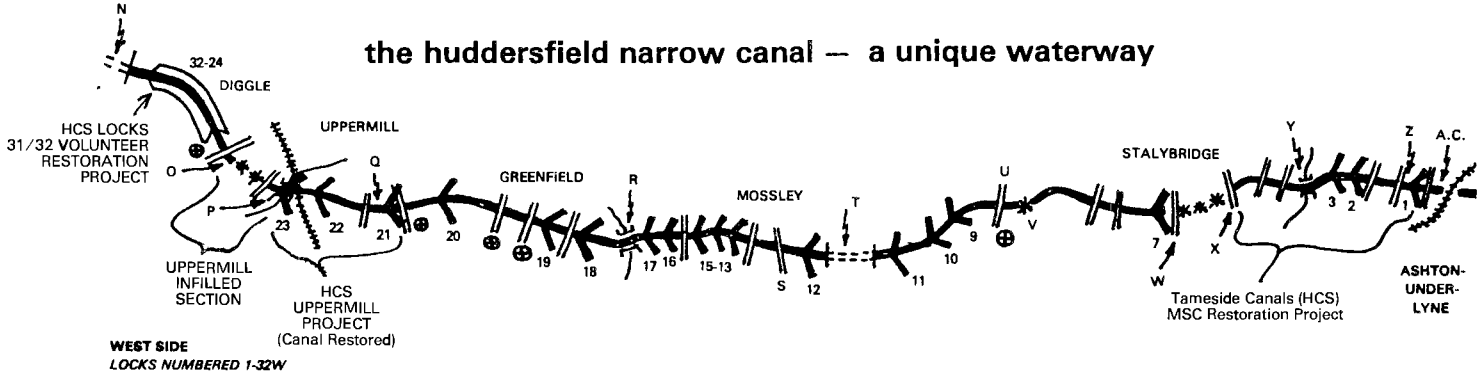
Summit pound: 645ft. above sea level
 Standedge Tunnel – 3 miles 418 yards long
 Closed 1944
 Restoration began 1981



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
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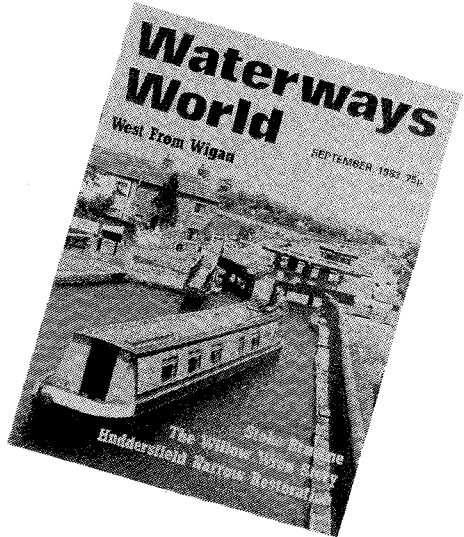
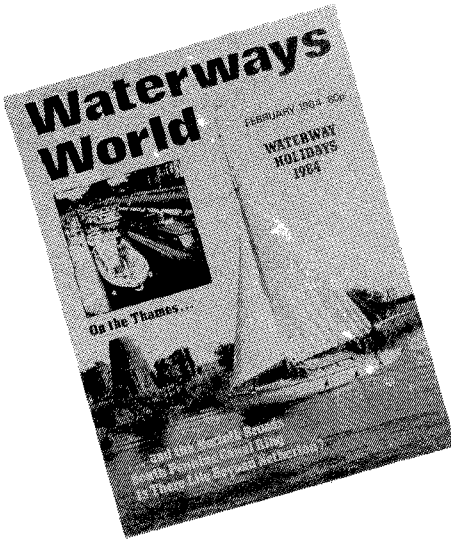
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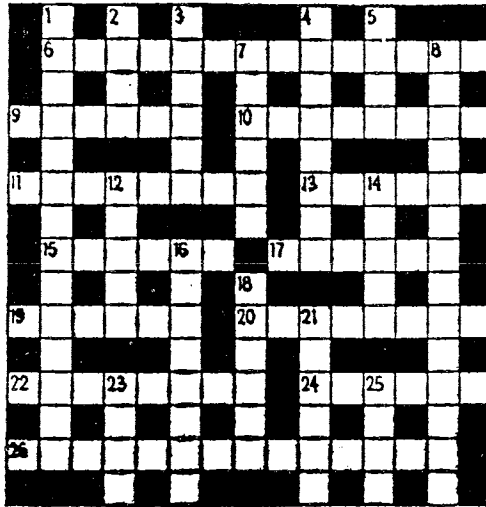


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CLUE ACROSS

- 6 For boat propulsion (8,6)
- 9 Sue Gibson maybe (6)
- 10 Strive (8)
- 11 Left high and dry (8)
- 13 Mum or Dad (6)
- 15 Afloat (6)
- 17 S. American country (6)
- 19 Going up (6)
- 20 Morning after feeling? (8)
- 22 Building mix (8)
- 24 Something back (6)
- 26 Plenty up or down for boats here (9,5)

CLUES DOWN

- 1 Canals could ease roads with this (5,9)
- 2 Unmoving (abbr) (4)
- 3 Berthed
- 4 Incorrect (8)
- 5 Male Deer (4)
- 7 Dwell (6)
- 8 Totally unmoving (14)
- 12 Unaccompanied (5)
- 14 Whisker shifter (5)
- 16 Cut back (8)
- 18 Lots of boats (6)
- 21 Vigorous (6)
- 23 One of the old block (4)
- 25 Accepted truism (4)

Kindly sent in by Mr J. Crosland

Solution to Crossword No.30

ANSWERS ACROSS:

1—Wharves; 5—Canal; 8—Topic; 9—Sluices; 10—Restorers; 12—Use; 13—Brassy; 14—Crank; 17—Run; 18—Handbills; 20—Enthral; 21—Inlet; 23—Sedge; 24—Schools;

ANSWERS DOWN:

1—Water; 2—Amp; 3—Victors; 4—System; 5—Clues; 6—Nocturnal; 7—Lessees; 11—Stagnated; 13—Bargees; 15—Rubbish; 16—Angles; 18—Horse; 19—Sites; 22—Leo.

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Open 6 days per week. Closed Wednesdays

HCS Sweatshirts S/M/L	£9.25	50p p&p
HCS Sweatshirts XL	£9.50	50p p&p
HCS T-Shirts S/M/L	£2.95	30p p&p
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 'Ian' cut-out model	.75	15p p&p
Standedge Tunnel Tea-Towels	£1.75	25p p&p
Diggles 6" high	£1.00	25p p&p

NEW POSTCARDS

"Narrow Boat People", 12 different black/white photographic postcards with red borders	each .12p	S.A.E.
Heavy Brass Plaques "Huddersfield Narrow Canal"	£8.25	+ £1.25 p&p
Digglettes "small furry creatures" featuring "I swam through Standedge Tunnel" labels	each .35p	S.A.E.

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 £1.00	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.

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



Summer Openings

Monday Closed except Bank Holidays

Tuesday 2-5pm

Weds, Thurs, Friday 11-1pm, 2-5pm

Saturday, Sunday 11-5.30pm

For details of Activities etc.

Tel: Huddersfield 846062

**TUNNEL EXPERIENCE
NOW OPEN**

Programme of Events

JULY EXHIBITIONS

Ceramics by Nan Musgrove and costumes and traditional dolls dressed by Mrs Ackroyd of Morley

17th July — 7.30 p.m. Illustrated talk 'Bats in the Belfry' by John Taylor of the West Yorkshire Bat Group.

AUGUST EXHIBITIONS

Paintings by Cate Clarke, of Marsden and Dried Flower Pictures etc., by Jacky Selwood of Stockport.

8th August — 7.30 p.m. Huddersfield Canal Restoration to date by Ian Preston.

14th August — 2.00 p.m. Diggle Picnic. Bring your picnic and Diggle to Tunnel End and there'll be fun and games for all.

**GUIDED WALKS IN THE
COLNE VALLEY**

19th July — 10 a.m. Huddersfield Narrow Canal (Part 1). Meet Bob Dewey at Slaithwaite Market Place. Packed lunch required. 8 mile moderately easy walk.

13th August — 7 p.m. Water life and Woodland. Meet Philip Gray at Kwik

Save car park, Aspley. 4-5 mile easy walk.

13th September — 2 p.m. Countryside and Canal. Meet John Sully at Marsden Railway Station. 6 mile moderately easy walk.

We are pleased to welcome the following new members:—

- 1437 Mr and Mrs Ray Dennis, [REDACTED]
- 1438 Mr K. Farrell and Family, [REDACTED]
- 1439 Mr John D. Wrigley, [REDACTED]
- 1440 Mr T. M. Rolt, [REDACTED]
- 1441 Mr K. Goodwin, [REDACTED]
- 1442 Mr P. G. L. Scott, [REDACTED]
- 1443 Mr J. M. Sully, [REDACTED]
- 1444 Mr A. J. Brett, [REDACTED]
- 1445 Mr Simon Bolland, [REDACTED]

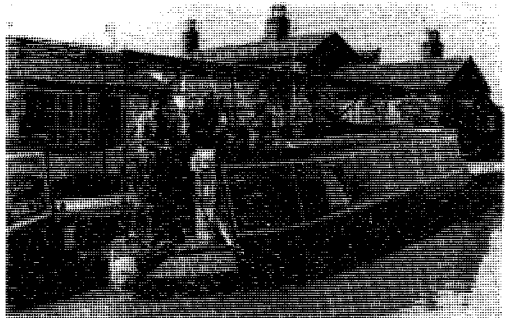
Val Dewey
Membership Secretary

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.

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CANAL TERRACE
MIDDLEWICH, CHESHIRE CW109BD
Telephone: Middlewich (060 684) 2460

"The Boater's Hire Base"

- 3rd July 8.00pm Social Meeting at the Sair, Linthwaite.
9th July 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
5-26th July WRG's Summer Workcamp at Diggle.
11/13th July Ashton Canals Festival.
7th Aug. 8.00pm Illustrated talk by Geoff Brown 'Standedge, canal, road and rail' at the Olive Branch, Marsden.
13th Aug. 8.00pm Social Meeting at the Tollemache Arms, Mossley.
4th Sept. 8.00pm Social Meeting at the 'Railway', Marsden.
10th Sept. 8.00pm Social Meeting at the Diggle Hotel, Diggle.

Working Parties at Diggle

- 5th/6th July
12th/13th July
19th/20th July
26th/27th July
2nd/3rd August
16th/17th August
6th/7th September
20th/21st September

Tel: Trevor Ellis on Huddersfield 534666 for details.

EDITOR. The editor holds the right to edit or withhold articles and letters or to retain them for publication at a later date.

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