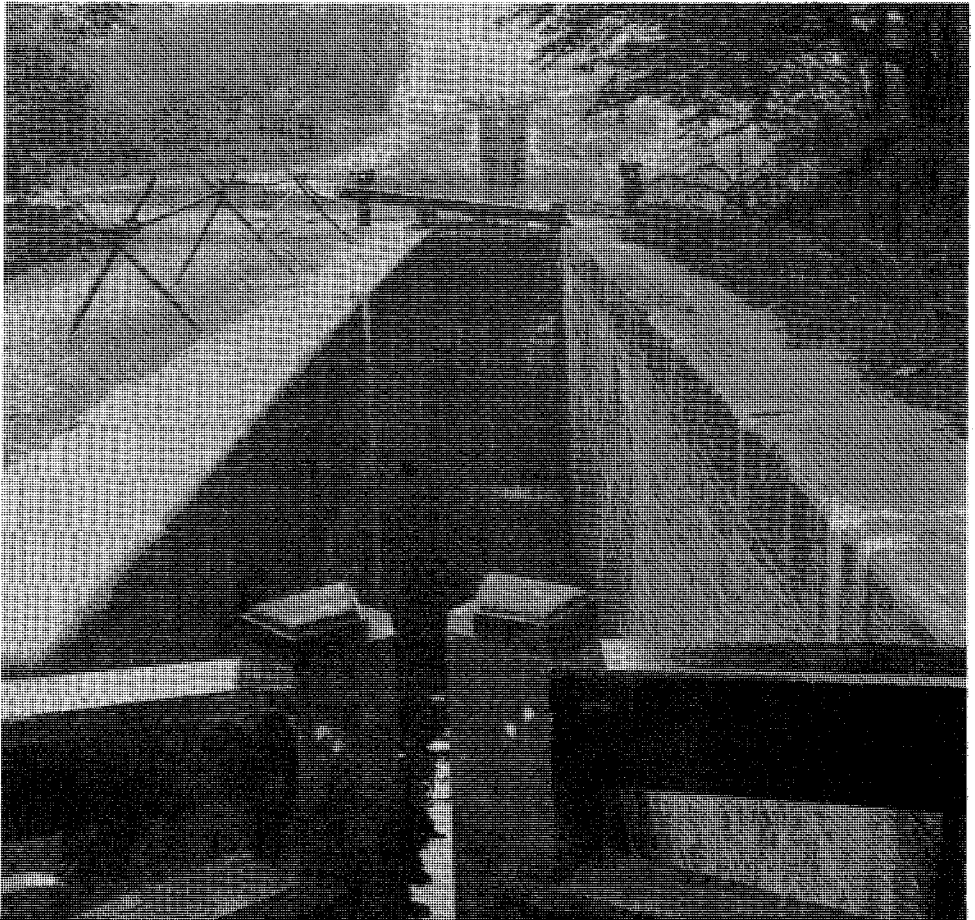


**HUDDERSFIELD  
CANAL  
SOCIETY**

# **PENNINE LINK**

**No.72**

**Nov/Dec 1986**



**FREE to Members**

**25p**

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Boat Operator	Harold Nield	3 Grosvenor Square, Uppermill, Oldham. Tel: Saddleworth 3085.

## Non-Council Posts

*Photo shows newly gated locks 34E and 33E (in foreground) Photo: Bob Dewey*

***THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.***

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**Editorial**

After the recent Indian Summer (even WE had warm weather) it's difficult to believe it's time to get out the thermals and wish you all a happy Christmas.

In this issue there are the conclusions of the commissioned Canals Benefit Study, there's an interesting article about the decreasing traffic along the Narrow Canal, a photo of the lucky winners of the Ashton Festival Raffle and an up-date by Trevor Ellis on the canal lock names.

SUE GIBSON

On 20th October 1986 we shall present the L & R Leisure Consultants Report to the Huddersfield Narrow Joint Committee. In addition, we shall report how the £1.2 million bequeathed to the Society by Greater Manchester Council, has been invested and perhaps more importantly, how we would like it spent. The study entitled "The Benefits of Restoration" is a two-volume report with the following objectives which I list below in full:—

To identify and assess the activities arising directly and indirectly from canal restoration, assessing the new local tourist and other expenditures which would accrue from the exploitation of the restored canal. An assessment of the wider effects of restoration will also be required from the increased growth in tourism on adjacent canals and nearby settlements and potential from canalside and other consequent or related developments.

To specifically identify employment consequences with regard to full and part-time jobs, the likely seasonality of work, and the kind of existing skills of the local workforce.

To assess the local and regional benefit in terms of retained "household" income and employment by the application of established economic multipliers.

These so it is later possible for comparison with the required investment and operating costs. Thus any net economic benefits of restoration can be illustrated in accordance with recognised Treasury guidelines.

To identify ways in which private sector capital can be involved and grants which are likely to be available from other sources. This will include proposing commercially viable facilities and identifying best suited locations.

To consult with interested organisations, particularly the Huddersfield Narrow

Canal Joint Committee and its constituent members and to carry out any essential field survey work.

These objectives stemmed from the Client objectives which are embodied in the terms of reference adopted by the Joint Committee meeting on 21st May 1985.

However, the Consultants, who were unanimously chosen by the internal panel, suggested:—

In order to move closer to the achievement of restoration we proposed that our study should address other areas beyond the economic assessment of benefits of restoration. We listed the components of the study as:

- \* Market potential for Canal-based and other Tourism & Leisure activity
- \* Development potential of Canal related property assets
- \* Marketing initiatives that will increase the trading potential of the Canal Corridor
- \* The costs and benefits of restoring various sections and the overall canal
- \* Funding sources for restoration
- \* An attainable phased plan of development.

I believe that they have largely achieved the objectives and the summary of the report, a well-presented precis of the main report with colour maps drawn by BWB's Architect, outlines the main benefits as follows:—

Restoration of the Huddersfield Narrow Canal will transform a disused waterway into an important leisure and tourism resource. Benefits which span economic, environmental, educational and recreational horizons will be felt in the local region. Of primary significance will be:

**JOB CREATION**

230 full-time equivalent jobs created as permanent, increased employment opportunities — largely in leisure, tourism and associated service sector industries.

## PENNINE LINK

260 jobs created for a ten year restoration programme, including employment with local contractors, suppliers and via MSC schemes.

### £2 MILLION PER YEAR RETAINED IN LOCAL ECONOMY

Substantial expenditure by visitors enjoying the wide variety of leisure and tourism activities stimulated by canal restoration. Over £2 million per year of this spending will be retained in the local region. It is this increased income which generates new local employment.

### IMPROVED ENVIRONMENT TO ENHANCE LOCAL QUALITY OF LIFE

The improvements already undertaken have set the standards for the further work which needs to be done. Restoration will create a high quality "green" backdrop against which local residents can live, work, learn and enjoy their leisure time.

### ENVIRONMENTAL QUALITY AS A STIMULUS TO INWARD INVESTMENT

The quality of the environment has been recognised as an important criterion for inward investment in an area. Restoration of the canal will help to provide the right physical context for further steps to attract new business into the Canal Corridor and strengthen economic regeneration.

To achieve the above, L & R's recommendations require the Society to lead the way and co-ordinate the restoration plans. To help us, it is suggested that a full-time project officer and small staff is appointed. If the proposals are accepted by the Joint Committee, and we shall recommend acceptance, we shall arrange a presentation Forum for Regional, National and European Funding Agencies, Departments of State and other agencies.

The success of the report will be measured by the rate of progress of restoration. I shall report on the reception the Study receives at the October Joint Committee in the January issue.

Photographs for this issue of Pennine Link were kindly developed and printed by

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*Commercial & Portrait Photographers*

**UNION BANK YARD, OFF NEW STREET, HUDDERSFIELD**

**Tel: Huddersfield 20775**

State of Qatar  
Arabian Gulf

I was most interested to read the article by Trevor Ellis on the unusual designs at locks 24W to 34W attributed to Telford and to review the similarities and contrasts with the Marple flight. As a member of the working party on the lower half of the 16 during the late 1960's, I was able to examine these structures in some detail.

The obvious contrast with Diggle is the arrangement of virtually all the operating gear on the Towpath side, excepting the operation of the offside bottom gate which was easily reached from the fine stone-built tail bridges. I have not visited the flight for some years and some changes have been made to paddle gear as gate replacement has taken place. However in 1970 the gear was generally as follows:—

Top gate — a single large paddle discharging through a low-level culvert in the head wall, supplemented by twin gate paddles on a single spindle.

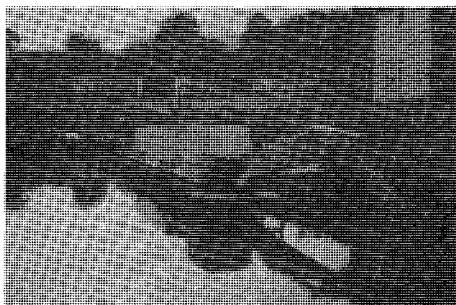
Bottom gates — two ground paddles fitted to a timber structure sealing an arched opening in the on-side gate recess, leading to a single culvert discharging into the lock tail. One of these paddles had reduction gear but the second was a direct pinion and was presumably only intended to be operated when the lock had partially emptied, in view of the average rise of around thirteen feet!

The paddle culverts were mostly formed of iron pipes and the ground paddle gear was fitted to the face of the gate recess, making it a little vulnerable to careless use by boats.

As my wife Gill and I travel the canal system extensively with a small family in a heavy boat we appreciate the finer points of well-designed locks towards

the end of a long day. Even so the variety and challenge of different lock types is much more important than mere convenience; after all you can always take it slowly!

Howard Worth



*Kirklees Council's dredger similar to K15.*

*Photo: Bob Dewey*

H.C.S. is now the proud owner of dredger, which, according to boat officer, John Morley is a real bargain "No major problems. Just the job" was John's comment after a painstaking inspection of the ex-BWB boat, which has the rather unglamorous title of K15 and is currently moored on the canalised Trent at Long Eaton.

K15 is similar to Fox, which has been working at Marsden, and the intention is that the new dredger — well she's only six or seven years old — should go to Uppermill to dredge a way through to Wool Road. The boat comes complete with pontoon which has its own toilet compartment (but, as yet no toilet), a small day cabin, bucket with hydraulic grab and four winches.

Main problem now is how to transport K15 north. Part of the journey is likely to be made by water — although a decision has not yet been taken on which route to take — but there will be heavy additional costs in low-loading the boat to Uppermill and craning her into the canal there.

## The Benefits of Restoring the Huddersfield Narrow Canal

When you read this the Huddersfield Narrow Canal Benefits Study will have been completed and presented to the Huddersfield Narrow Canal Joint Committee. Prepared by L & R Leisure Consultants it shows that the benefits this Society has long claimed for restoration will indeed come to fruition. This independent report should be the key to obtaining grant-aid to tackle the major obstacles to restoring the canal.

Commissioned by the Society at the request of the Joint Committee (comprised of representatives of Kirklees, Oldham & Tameside Councils, the British Waterways Board and this Society), the study was asked primarily to identify the benefits restoration of the canal would bring to the Colne & Tame Valleys, and to follow this by identifying a funding strategy best suited to achieving those benefits. The study has been funded by the Joint Committee constituent bodies & the Inland Waterways Association.

The Consultants, who chose to work in association with economic and funding consultants, PIEDA, on this study are to report on their findings to the Joint Committee on 20th October. The Society will press for the Joint Committee to endorse the consultant's report and for the Joint Committee to recommend that the three District Councils & the British Waterways Board accept the report and act on its recommendations. We shall tell the Committee that the Council of Management of the Society welcomes the report and is committed to the actions the consultants recommend the Society to take.

L & R have studied the present stage of restoration and the economy of the Colne & Tame Valleys. They see this as the essential background against which

all else must be set. They say that already:

- \* 4 miles of the canal are practically restored
- \* £3m has been committed to canal restoration between 1983/84 and 1986/87
- \* 400 person years of employment has been provided on M.S.C. projects
- \* £2m of employment allowances have been injected into the economy by the M.S.C.
- \* £5m of public and private investment have been committed to canalside buildings and sites over the past three years.

This is happening in an area which they identify as being still heavily dependent on declining industries and in which a lack of confidence has been shown by potential investors.

They see restoration of the canal as being a catalyst for changing the climate of investment in the valleys. Restoration of the canal bringing with it environmental improvements and employment opportunities could, they say, do much to enhance the image of the canal corridor. That plus the increased activity by residents and businesses is an important starting point for economic regeneration — a catalyst to resolve some of the economic ills of the area.

The second major benefit identified is the environmental case. Restoration of the canal will improve the environment and the quality of life for local residents. L & R say that the enhanced leisure, recreation and educational opportunities will increase confidence and give a local sense of pride in the environment.

This Society has for several years seen the creation of jobs as a major key in achieving the grant-aid needed to com-

plete restoration. This is now quantified with realistic research on the likely numbers of jobs involved in restoring the canal and afterwards from businesses created by usage of the canal and the knock-on effect on other local businesses.

For a 10 year restoration programme the consultants say an average of 260 full-time equivalent jobs will be provided each year. Less than 30% of these jobs will be directly M.S.C. funded. The largest part will be created either with suppliers or from the subsequent increase in consumer spending as a result of the extra people in work.

When the canal is fully restored the resulting increase in leisure and tourism activities would lead to an increased expenditure in the canal corridor of £4.5m per year, of which more than £2m will be retained locally. Through the multiplier effect of the circulation of money this £2m will create 230 full-time equivalent jobs, giving a significant permanent increase in employment locally mainly in the leisure, tourism and service sectors. (Slightly less than the Society suggested in our 1982 "Jobs Report" — mainly because our study was based on 1979 research, since when there has been a shakeout of jobs in most industries.)

The conclusion of the study is that there are major benefits to be gained by full restoration of the canal, and no significant disbenefits. L & R say that restoration should pose no threat to the important flora and fauna of the canal provided the right restoration techniques are adopted and that the likely boat usage will be within acceptable ecological limits.

They identify the sources of public funding currently available for restoration and say that the benefits should justify those funds being made available. They

do, however, point to the difficulties created by certain forms of grant-aid being limited in their availability to parts of the canal only and stress that the canal is in competition with other projects for funds.

L & R have also studied certain key projects, particularly what they term "The Standedge Experience", and give pointers to the potential these projects present. They believe that it is important that an integrated "concept" or "image" is developed for the whole of the canal corridor to make the most of the benefits available from restoration and in making the case for grant-aid.

Finally they list what they see as major early actions for the study sponsors — joint actions and individual actions for the constituent members of the Joint Committee—beginning with the arrangement of a presentation forum for Regional, National and European funding agencies. The Society will recommend that the Joint Committee takes that recommendation as an early objective. In general the actions relate to specific funding objectives although one of the most significant recommendations is that the British Waterways Board should formally endorse the objective of restoring the canal to through navigation, and prepare a timetable for necessary consultations leading to a Parliamentary Private Bill to return the canal to cruising waterway standard.

The Society has been provided with a significant list of actions:

1. To work up a proposal for a joint canal corridor project officer, to seek funding for his appointment (sources are suggested), and further to seek supporting funds for a small project team within three years.
2. To define the tasks of the Project Officer and set measurable objectives and targets.



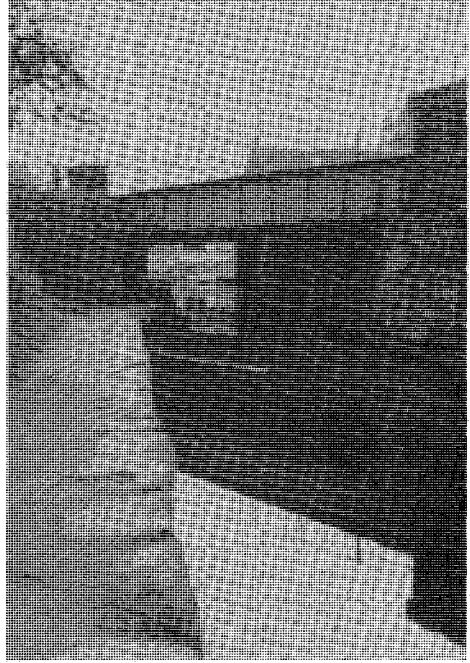
## PENNINE LINK

3. To take a leading role in preparing and submitting applications for funding for a study regarding Standedge Tunnel restoration and the heritage/experience development. It is suggested that the terms of reference of the heritage element should be set out by the Society.
4. To prepare a prospectus to attract financial support for Standedge Tunnel restoration.
5. To co-ordinate the submission of certain applications for grant-aid on behalf of the Joint Committee which L & R believe could be more successful if submitted by a voluntary body in close association with the Local Authorities and the Waterways Board.
6. To prepare a plan to seek company sponsorship for restoration.
7. To look towards an enhanced events programme perhaps with Tourist Board or sponsorship support.

Your Council of Management have committed the Society to carrying out these tasks. There is no doubt that they are amongst the most difficult tasks we have attempted in the Society's twelve years, and we may have to seek professional help. We are beginning to look at how best to go forward.

Keith Gibson

**PRESS DATE**  
**ARTICLES FOR INCLUSION IN**  
**JAN/FEB ISSUE TO BE WITH**  
**EDITOR BY 1st DECEMBER**



*Photo: Bob Dewey*

The railway bridge at Tunnel End is to be reconstructed in the near future. Kirklees have approved the demolition (it is a "building" within a Conservation Area) and the new bridge which regrettably wasn't given any more height on the towpath will be constructed (presumably being less in width).

*Telephone: Glossop 66536 or 061-427 2377*

### **SHIRE COTTAGE**

*BED & BREAKFAST*

*Prop: Monica Sidebottom*

**BENCHES LANE, CHISWORTH**

*opposite Woodheys Restaurant, Marple-Glossop Road (A626)*

## Aspley Diner under way

A new canalside feature is going up at Aspley wharf, Huddersfield — a £1m. restaurant, the Baltimore Diner, the idea of the New England Restaurant Group.

HCS officials have welcomed the move as a means of tidying up the Aspley basin and bring more life to it, although they didn't much like the design. Work is scheduled for completion by the end of March, next year, and when ready the diner will be open twelve hours a day — 11 to 11 — every day of the week.

The single storey building will be in stone and slate — the project incorporating several services for boat owners and canal users, including mooring facilities, fresh water supply and refuse

and toilet waste disposal points.

A Kirklees Council spokesman said of the venture "The canal structure and surrounding disused buildings are listed as being of historical importance and we feel that this development will contribute to giving importance to the canals of Huddersfield and attracting people to use them".

Designers promise that there will be two open terraces which will give "panoramic" views of the area. They also promise that internally renovated tables and chairs and bric-a-brac "will recreate the authentic American-style New England decor of the eighteenth and early nineteenth centuries". The new eatery, it is predicted will generate between fifty and sixty new jobs.



### 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*

Since the September/October Pennine Link article was written, activity at Diggle has been confined mainly to the regular band of HCS volunteers. Immediately following the workcamp we cleared the concrete wall and blocking from the paddle gear in the forebay of lock 31W. This lock can now be measured for gates as soon as we are ready.

Work then switched to the forebay of the summit lock, 32W, and after 2-3 weekends we had managed to remove all the mud and debris. Like the forebay of the other summit lock, 42E at Marsden, this proved to be unusually deep, and we discovered a quadrant set into the floor as though the weight of the gate had been partly carried on a roller.

Most recently we have returned to lock 31W, where a rebuild of the tail walls of the lock, between the chamber and



*Top of Lock 31W showing sloping paddle gear which had to be concreted in. Photo: Bob Dewey*



*Photo shows rebuilding of tail wall of Lock 31W. Photo: Bob Dewey*

Ward Lane bridge is a priority. There remains the tricky problem of clearing the silt brought down by a stream which almost fills the bridgehole.

Working parties will continue through the winter on a fortnightly basis:—

15/16 November; 6/7 December; 20/21 December; 3/4 January; 17/18 January — the site is off Ward Lane, Diggle — or ring me on Huddersfield 534666 for more information.

Trevor Ellis

## Lock Names

In the May/June 1985 edition of "Pennine Link", a list of lock names was published, based on an 1825 "Bradshaw" map of the canal system. Further enquiries have suggested that this contained a slight error, in that several of the names on the east side were misplaced by one lock. Some others could usefully be updated.

My suggested list is as follows:—

East Side: 1E First Lock; 2E; 3E; 4E Longroyd Bridge Lock; 5E suggest 'Paddock Foot'; 6E Mark Bottom Lock; 7E to Milsbridge Flight; 11E; 12E Rough Holme Lock; 13E & 14E Ramsden Locks; 15E Golcar Brook Lock; 16E & 17E Westwood Locks; 18E Can Lock; 19E Holme Lock; 20E Spot Lock; 21E Waterside Lock; 22E Pickle Lock; 23E Dartmouth Lock; 24E Shuttle Lock; 25E Shaker Wood (or Shaw Carr Wood) Lock; 26E to 30E; 31E Booth Lock; 32E & 33E Pig Tail Locks; 34E to 42E Francis Locks; West Side: 32W Summit Lock; 31W

Ward Lane Lock; 30W to 25W Diggle Flight; 24W Wool Road Lock; 23W Lime Kiln Lock; 22W Dungebooth Lock; 21W Wade (or Uppermill) Lock; 20W Hall Lock; 19W & 18W Royal George Locks; 17W, 16W & 15W Roaches Locks (Fifteenth Lock); 14W Fourteenth Lock; 13W Thirteenth Lock; 12W Whitehead's First Lock; 11W Eleventh Lock; 10W; 9W; 8W Staley Hall Lock; 7W Top Lock; 6W Castle Hall Lock; 5W to 2W; 1W Ashton Lock.

In the section where names have been moved, there are several which can be placed; "Mark Bottom" and "Ramsden" are mills adjacent to locks 6E and 13/14E, "Golcar Brook", "Westwood", and "Waterside" are all traceable on maps, and "Dartmouth" was the former pub in Slaithwaite. The west side names are a little thin, in particular I would have expected 9W and 10W to be named, having formerly had a lock-keeper; the bridge at this point was called "Black Rock". Does anyone have any further information?

Trevor Ellis

## 20 on Guided Walk

Just over 20 persons (and a dog) from far afield joined Bob Dewey's guided walk on the Huddersfield Narrow on Saturday 27th September. Visitors to the area came from Settle and Nottingham to sample the delights of the derelict canal between Longroyd Bridge and Slaithwaite.

In ideal walking weather the walkers were shown the appalling state of the canal below lock 4E, the extremely overgrown pounds above Golcar aqueduct and the more intrepid (and less tired) went on after lunch to see work in progress west of Slaithwaite. The third

## Marsden/Slaithwaite

All the locks down to 32E have gates and most of these seem just about ready for reopening. In addition Lock 29E has gates and work on most of the locks between Marsden and Slaithwaite (apart from lock 24E) seems well advanced. Several of the locks look as though some pressure grouting is needed but with that minor criticism, the high standard of workmanship spreads down the valley.

## 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.



## **1986 ASHTON CANAL FESTIVAL RAFFLE WINNERS**

The winning ticket was purchased by Mr Ron MacDonald of Dukinfield while having a quiet drink in the Chapel House Inn. He and his wife, Margaret, enjoyed a Champagne Dinner on board the floating restaurant, 'The Four Seasons' sailing from Marple. Included was a three-hour cruise along the Macclesfield Canal whilst the meal was served.

Ron and Margaret have attended most festivals held in Portland Basin and have always enjoyed the proceedings and were delighted to be able to give their impressions (and criticisms) to the members of the organising committee who came to see them set sail.

## **Wakefield Rd Plaque      Deeds of Covenant**

Huddersfield Poly has kindly provided mooring rings along their site (perhaps to prevent boaters tying up to the lights?) HCS members and others are urged to use them and show people that the Wakefield Road bridge was worth all that money! Don't forget you can buy your plaque when you convince Trevor Ellis that you've been through!

**PRESS DATE**  
**1st DECEMBER**

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

## **No Cash through Post**

**Please** could you ensure you don't send cash through the post when ordering sales goods or renewing your membership. **Please** always make sure payments are made either by cheque or postal order.

## **Solution to Crossword No.32**

ACROSS: 1. Arson; 4. Number; 9. Cruiser; 10. Scrum; 11. Stan; 12. Nearest; 13. Two; 14. Moor; 16. East; 18. Lid; 20. Eclipse; 21. Opal; 24. Ankle; 25. Diggles; 26. Danish; 27. Gates.

DOWN: 1. Access; 2. Scuba; 3. Nest; 5. Upstaged; 6. Bargees; 7. Remits; 8. Bruno; 13. Trippers; 15. Oilskin; 17. Repaid; 18. Leads; 19. Blasts; 22. Pilot; 23. Agog.

**The Diary of an Enthusiastic Mariner**

Anne & Ken are on their fifth annual canal holiday in April 1984. Their crew consists of Sarah (14), friend Helen, nephew Ben (9) and the long-suffering, long-bodied, short-legged William, the dab-hand dachshund deck-hand.

It is the start of the third day and we find Black Prince "Phantom", out of Welford, moored at Fenny Compton on the Oxford Canal, Oxford bound.

**Day 3 — Monday**

Again, off by 8.00am. Weather a bit better and another good night's sleep — this bed is definitely the best (and largest) we have had in all our boats. Weather improving all the time. Through the series of locks at Claydon and an uneventful run to Cropredy, arriving there at lunchtime. Had a good "shop" at the local grocery stores — also a craft shop but not much good.

On to Banbury after lunch under the Alcan aluminium lift bridge. Ben operated the bridge and, being modern and light-weight, it shot up immediately he pulled the chain and nearly had a car in the water! Pity the old wharves and moorings have been turned into a bus station! We all changed and went for a look at Banbury Cross. That "fair lady" and her "white horse" must be wearing ear-muffs these days and anybody who can hear the "bells on her toes" is lying. The traffic round the Cross was **terrible** — especially, I suppose, after a couple of quiet canal days. What a mess! The rest of the town wasn't too bad, some nice mixtures of old and well-designed new, but really nothing very special for such a famous town. Took quite a lot of photos, though, and had the compulsory walk round Marks & Sparks — bought jeans and hand cream — can't remember why such a strange combination! Only stopped for an hour or so as advised **not** to stay overnight because of vandals.

Did a few more locks and luckily managed to pass a couple of boats that appeared to be tacking against the wind! Either they were raw newcomers or had had a very successful lunchtime! By running aground (in tandem) they gave us the chance to sneak past.

Ken & I were recovering from this escapade and looking forward to a quiet couple of hours before stopping for the night when, suddenly my reverie was disturbed by the appearance of pink blobs in the water, at regular intervals. My astute brain soon recognised the blobs as best Andrex and, following the line of the blobs, I saw a little hand disappearing into the boat. "Ben, are you in the loo?" I called. "Yes, Auntie Anne" came the muffled reply. "Are you throwing toilet paper into the water?" — "Yes, Auntie Anne" — "Why, Ben?" — "Well, you see there's a sign in here that says we haven't to put any solid objects like paper towels, ETC, ETC, down the loo 'cos it will block it up!" Trying to hold back the laughter bubbling up inside I explained that the notice wasn't referring to toilet paper and Ben didn't, fortunately for my face, ask what it **was** referring to!

Meanwhile HIM UPSTAIRS was falling about to the extent that he appeared to have joined up with the earlier revellers. The boat was all over the place while tears streamed down Ken's face; William was quite non-plussed, he thought we had a lunatic aboard!

Weather still holding, lovely sunset. A swan nearly got William but he has now learned just how far he can lean over the side to be able to make a tactical withdrawal!

Moored up at Clifton for the night. Had dinner — roast chicken, jacket potatoes, sprouts and carrots, apple pie and custard. Went to the Great Western for a drink but v. quiet. Back on board by 10.00.

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## PENNINE LINK

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### Day 4 — Tuesday

Actually saw two herons today! Thought we would see far more wildlife down here but just not so.

Woke up v. early but managed to get to sleep again — there's fascinating news. Eventually up at 7.45am — aching in every limb. It must be doing me good — but is this really enjoyment? Some locks and then got off for a long walk with Ben and William.

Through Upper Heyford; called at Black Prince yard for a pump-out and a new windlass (I'll swear it wasn't me who left it at the lock-side but HE knows better!) V. pleasant staff. Only one lift bridge so far today. Lower Heyford best scenery so far; v. pretty village with old tithe barn and manor house. Walked to village, really v. nice.

Although we were only about ten miles from Oxford we decided to turn round here to give us a virtually free day to entertain cousin R. and his wife (he's the jumbo pilot with his own narrowboat and lives near Oxford). Deciding to turn and actually doing it were two different things. It was just one of those occasions when the winding hole (turning area) was full of silt and reeds, the bank at the far side was also silted (and too near!) and half the flipping village turns out as if by magic. Never mind, with a bit of luck we'll never meet them again!

One can't leave this part of the world without mentioning "jets". As far removed from narrowboats as a means of transport as anyone can imagine, but at Upper Heyford only removed by the thickness of a few trees. The canal is near the U.S.A.F. base and the roar and crackle of jets flying overhead at about zero feet has to be experienced to be believed. How people live in the area beats me. Our M.P. at home complains nearly every single time a jet does a bit of low-flying over the Pennines!

Met another couple of "cowboys" — this time real ones! Two American airmen on a canal holiday — the younger one wearing a baseball cap with a peak at least a foot long — and an older one, steering, with his whole left leg in plaster! He was sitting on a chair with his leg propped up on cases and cases of canned beer! He was having a whale of a time but we felt sorry for his companion who was obviously doing all the "leg-work"!

Stopped at Clifton — first decent "canal" shop we have seen. This canal is crying out for some tourism development and we saw one set of derelict stables at a beautiful countryside lock that would have converted really easily into shop, cafe, picnic area etc. Anyway managed to get some presents. Found another Black Prince boat jammed solid on the mud near Banbury right across the cut. We gave them a gentle nudge at the back end, took their rope as we passed and hauled them off — without even stopping. They were very relieved and we felt **very** expert! HE was pleased and deservedly so.

Fairly easy run through to Cropredy, although it rained a bit later, where we had decided to bring our guests, as it is so pretty. Rang them up and, guess what, they can't make it! R. has been sent off to Madeira or Madagascar or somewhere unexpectedly. We could have easily got to Oxford after all. Ah, well!

Dinner of cold chicken, potatoes and carrots, apple pie and custard — and wine to cheer me up a bit! Went to the Red Lion for a drink — lovely old thatched pub. Quiet, though, so back early and watched the Oscars on TV (Bed late!)

That's all for now — see you next issue!

**SOUTH PENNINE TOUR 1986**

- \* "Just The Job"
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**November**

- \*\*\* Mon, 3 Nov. **Scapehouse Inn**, Scapegoat Hill, Nr. Huddersfield. 8pm
- \*\* Tue, 4 Nov. **The Red Lion**, Sheffield Rd., Jackson Bridge, Nr. Huddersfield. 8p.m.
- \*\*\* Thu, 6 Nov. **The Old Hall**, New North Rd., Heckmondwike. 8p.m.
- \*\*\* Fri, 7 Nov. **Padiham Town Hall**, Padiham. 8p.m. (Bar)
- \* Sat, 8 Nov. **The Caledonia**, Warrington St., Ashton-under-Lyne. 8p.m.
- \*\* Sun, 9 Nov. **The Lion**, Hurst Knowle, Almondbury, Nr. Huddersfield. 8p.m.
- \* Tue, 11 Nov. **The Royal Oak**, Huddersfield Rd., Thongsbridge, Holmfirth. 8p.m.
- \*\*\* Wed, 12 Nov. **Shepherd's Rest**, 116 Woodhead Rd., Holmebridge. 8p.m.
- \* Thu, 13 Nov. **The Grey Horse**, 213 Halifax Rd., Birchencliffe, Nr. Huddersfield. 8p.m.
- \*\*\* Fri, 14 Nov. **The Swan Inn**, The Square, Dobcross, Saddleworth. 8p.m.
- \*\*\* Sat, 15 Nov. **The Railway**, 24 Lees Rd., Mumps Bridge, Oldham. 8p.m.
- \* Sun, 16 Nov. **The Farrars Arms**, Oldham Rd., Grasscroft, Saddleworth. 8p.m.
- \*\*\* Tue, 18 Nov. **The Royal Oak**, Manchester Rd., Linthwaite, Nr. Huddersfield. 8p.m.  
(This show is sponsored by Mr. James Sykes of James Dyson & Sons Ltd.)
- \* Wed, 19 Nov. **Jack O'Mitre**, Scammonden, Nr. Huddersfield. 8p.m.
- \* Thu, 20 Nov. **Mechanics Institute**,
- \*\* Fri, 21 Nov. Peel Street,
- \*\*\* Sat, 22 Nov. Marsden, Nr. Huddersfield

} All performances start at 8p.m. } Special low-priced meals available at "Ginger & Pickles" (opposite The Mechanics Institute) after the show  
 (Bar & refreshments)

(This show is sponsored by John Crowther & Sons Ltd.)



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## PENNINE LINK

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- \*\* Sun, 23 Nov. **The White House**, Holt Head, Slaithwaite, Nr. Huddersfield. 8p.m.
- \* Tue, 25 Nov. **The New Inn**, 77 Church Rd., Manningham, Bradford. 8p.m.  
(This show is sponsored by Northumbria branch of the I.W.A.)
- \*\*\* Wed, 26 Nov. **The Station**, Helmshore Rd., Helmshore, Rossendale. 8p.m.
- \*\*\* Thu, 27 Nov. **Lord Nelson Inn**, High St., Luddenden. 8p.m.  
(This show is sponsored by Peter Hollings)
- \*\* Fri, 28 Nov. **The Rose & Crown**, 7 Market St., Stalybridge. 8p.m.
- \* Sat, 29 Nov. **Merseyside Maritime Museum**, Pier Head, Liverpool, 3. 2.30p.m.  
(Tel. 051-709 1551 for further details)
- \*\* Sun, 30 Nov. **The Ash Tree**, Wharf St., Sowerby Bridge. 8p.m.

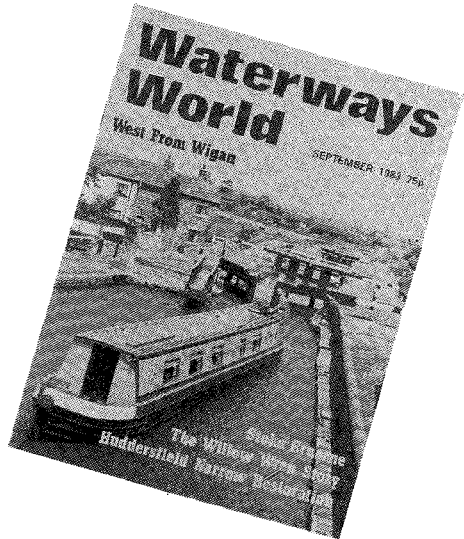
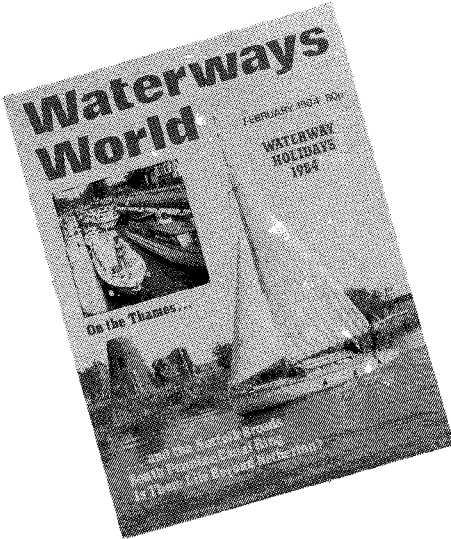
## December

- \*\* Mon, 1 Dec. **Bents Lane Social Insitute**, Lr. Bents Lane, Bredbury, Stockport. 8p.m.
- \* Wed, 3 Dec. **Blue Ball Inn**, Blue Ball Lane, Soyland, Sowerby Bridge. 8p.m.  
(This show is sponsored by Weidentfeld & Nicholson)
- \*\*\* Thu, 4 Dec. **The Olive Branch**, Manchester Rd., Marsden, Nr. Huddersfield. 8p.m.
- \*\* Fri, 5 Dec. **The Duke of York**, Church St., Eccles. 8p.m.
- \*\* Sat, 6 Dec. **Merseyside Maritime Museum**, Pier Head, Liverpool, 3. 2.30p.m.
- \*\* Sun, 7 Dec. **Copper Beech Inn**, Heol Tawe, Abercrave, Swansea. 8p.m.
- \* Tue, 9 Dec. **British Rail Staff Club**, Station Rd., Hollingwood, Brimington, Chesterfield. 8p.m.  
(Tel. Chesterfield 37705 for tickets and further information)
- \* Wed, 10 Dec. **The Swan**, Carr Lane, Crimble, Slaithwaite, Nr. Huddersfield. 8p.m.
- \*\*\* Thu, 11 Dec. **Elland W.M.C.**, Rosbery St., Elland. 2p.m.
- \*\* Fri, 12 Dec. **The Church Inn**, Church Rd., Uppermill, Saddleworth. 8p.m.
- \* Sat, 13 Dec. **The Railway**, Station Rd., Marsden, Nr. Huddersfield. 8p.m.

*Until the Huddersfield Narrow's open again let*

# **Waterways World**

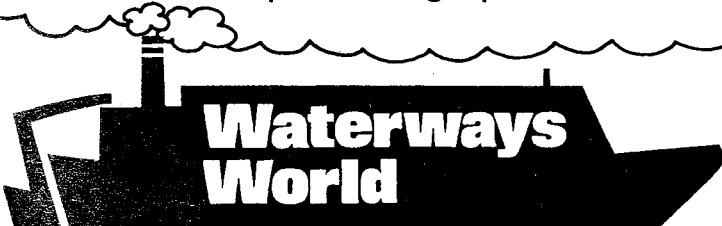
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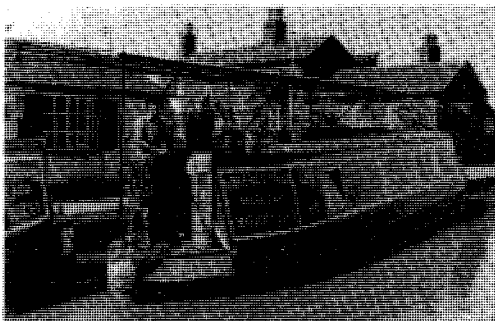


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**The Huddersfield Narrow Canal – built 1793-1811**

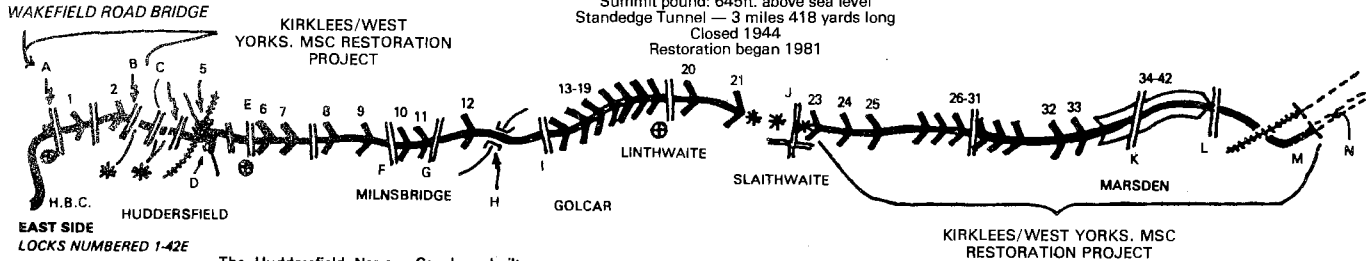
Engineer: B. Outram

Length: 19 1/8 miles

Summit pound: 645ft. above sea level  
 Standedge Tunnel – 3 miles 418 yards long

Closed 1944

Restoration began 1981

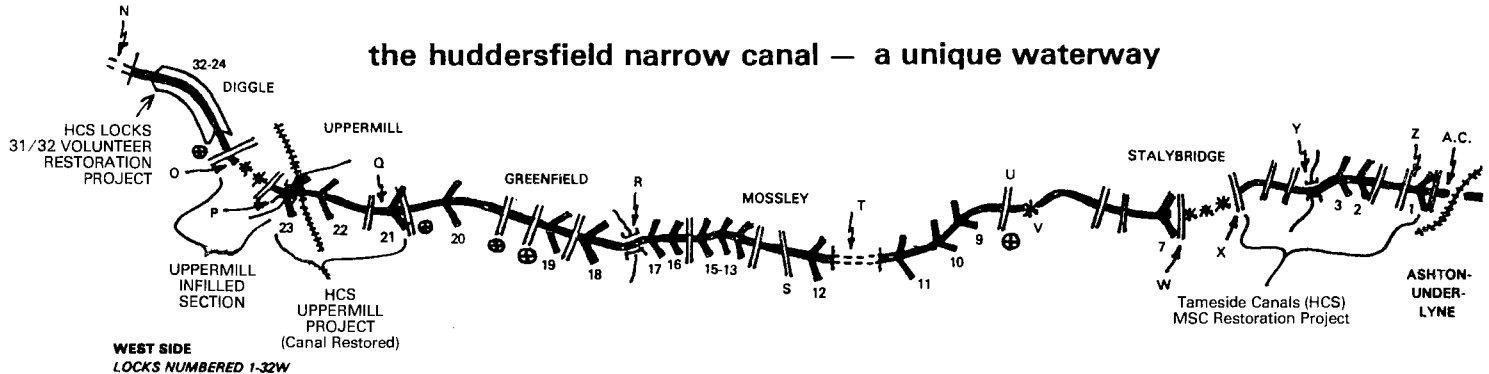


The Huddersfield Narrow Canal – built 1793–1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 1/8 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel – 3 miles 418 yards long.

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

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum
- R..... Royal George Aqueduct
- S..... Egmont Street
- T..... Scout Tunnel
- U..... Grove Road
- V..... Hartshead Power Station
- W..... Mottram Road
- X..... Bayley Street
- Y..... Stalybridge Aqueduct
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## Last Traffic on the Huddersfield Narrow Canal? by L. J. Boughey

The dates on which traffic finally ceased on parts of the Narrow Canal remain in doubt. The date when traffic left the Broad Canal is definite — 1953, when the coal trade to Aspley came to an end. Sources vary greatly for the Narrow Canal. Hadfield's summary suggests the year of closure, 1944; the HCS "Towpath Guide" indicates the start of the second world war; and an internal report upon which the 1968 Transport Act proposals were based suggested that there had been no trade on the Canal for over 50 years — thus before the first world war.

More intriguing is the evidence given to the House of Lords Select Committee by the L.M.S.R. Co. in 1944. The latter evidence singled out the Narrow Canal on the basis that there had been "no traffic for many years". For other canals closed by the Act, detailed accounts of the decline in trade were given. For instance, the traffic between Frankton and Llantysilio on the Llangollen Canal was specified as 1 ton in the final year of operation, 1937.

This evidence is contradicted by the trade which is known to have persisted on the short length of the Canal saved from closure until 1963. The length up to Chapel Hill Bridge was transferred to the Calder & Hebble Company, and a traffic in coal operated until 1953 along this section. It is possible that this trade was revived only after the war, with the modernisation of the coal wharf at Aspley. What is puzzling, however, is that the transfer of this length was mooted in 1942, when closure of the rest was first proposed. Whether a potential traffic was identified at that time is unclear.

Staff responsible for the Canal seem to have supplied information which were summarised in 1944 as indicating a long period of disuse, and their successors in 1965 indicated a period of disuse of 50 years! It seems that long sections of the Canal were out of regular use by 1944.

### The Late Nineteenth Century

The available tonnage figures indicate that traffic held up after railway ownership, during the nineteenth century:

1848—169,487; 1888—179,570;  
1898—161,899; 1905—97,939.

From evidence examined by Hadfield, it seems that traffic over the summit was already very limited. During successive closures of the Tunnel in the 1890's while a duplicate railway tunnel was constructed. Between June 1893 and September 1894 the Tunnel closed altogether, and the railway company offered rail transport for three traffics, which may be assumed to have been the only ones to survive the closure.

The traffics were all from points alongside the Canal, indicating that through traffic was already ended; these included undressed stone from Linthwaite to Mossley. Grain from Huddersfield to Stalybridge was the longest haul, while the fate of the other traffic, acid from Huddersfield to Greenfield, was later to be documented.

Further evidence that these were the only significant traffics over the summit, and indeed in the Golcar-Mossley section, is given in the 1898 Board of Trade Returns. These included the statement that traffic was concentrated at each end: about 3 miles up from Huddersfield (Golcar) and 4 miles up from Ashton (Mossley).

### **The Royal Commission evidence**

Sir Frederick Harrison, General Manager of the LNWR Co. told the Royal Commission of 1906-10 that there was a limited traffic in 1905 over the summit, although no through traffic. He detailed some changes between 1898 and 1905. A total of 79,000 tons had been lost when 2 collieries closed; it would be interesting to identify these. During this period the tar water traffic from Huddersfield Gas Works had fallen by 5000 tons with changes in processing; this is probably the "acid" traffic of 1893. The same process changes had led to a loss of a logwood trade of 9,000 tons. As a railway owner, Harrison would be anxious to show that the loss in trade was not due to railway neglect. An additional 30,000 tons in traffic between 1898 and 1905 might bear out his attitude, although these were probably traffics which the railway could not handle.

In 1908 Harrison emphasised that there was a large trade on the Broad Canal, with limited through trade of about 11,000 tons at Huddersfield. This would leave about 80,000 tons, probably short haul traffic at each end of the Canal. He stated that there was much trade at the Ashton end, on a length where there were no locks. The only length which would fit this assertion seems to be that below Lock 4W in Stalybridge, forming in a sense a branch off the Ashton Canal. Narrow boats could be exchanged between these canals, whereas special short narrow boats were required between the two canals at Huddersfield.

### **Wartime decline**

The tonnage figures show a sharp decline after the first world war:

1905—97,939; 1913—91,753; 1922—33,307; 1930—28,006; 1938—16,650; 1940-6— —.

A glimpse of the decline in traffic is

given by the reports of the Sanitary Inspector for Saddleworth. It was asserted that no craft had passed through Saddleworth during 1914, and that when a boat delivering vitriol substitute to Messrs. Radcliffes, woollen manufacturers of Mossley, passed through Standedge Tunnel, this was the first for over 2 years. The last working boat through the Tunnel, from Milnsbridge, passed in 1921.

It is probable that the general decontrol of 1921, which caused so much lost traffic elsewhere, badly affected the Narrow Canal. This would be compounded by competition with road transport, which would affect many traffics which the railway could not serve. Beyond the tonnage figures, I have come across no more direct evidence about traffics on the Canal, but it may be assumed that this was concentrated on points close to both ends.

There are possible clues from the tonnage figures for the Ashton Canal, upon which most traffic was short-haul, and from the development of the traffic on the short length at Huddersfield. The poor condition of the Canal at Ashton, as encountered by Robert Aikman in 1948, may indicate that traffic ceased there before the Huddersfield end. By 1940 the total on the Broad Canal was down to 14,000 tons, which compares with the 1938 figure of 16,650 tons on the Narrow Canal.

### **Conclusion**

It will be obvious that the above account is limited by the dearth of reliable data; what is available is scattered, and leaves many questions unanswered. It would be interesting if anyone could submit any additional details. What is apparent is that the locks restored on either side of the summit were last used over 60 years ago, and extensively used probably over 100 years ago.

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**Programme of Events**

*November/December*

- 1-22nd            Paintings and hand-made Christmas Decorations by Beryl Kozak.
- 22nd Nov.        Colne Valley Swop Shop at the Colne Valley Leisure Centre. Find out what's going on in the Colne Valley. Conservation Volunteers first swop shop. Numerous amenity/community organisations will be present to exhibit and discuss their role in the Valley together with representatives of the countryside.
- 30th Nov.        Tunnel End Christmas Craft Fair 12-5pm.
- 22-13th Dec.    Huddersfield Conservation Volunteers.
- 13th Dec.        Tunnel End Christmas Party £2 per head deposit. Details David Finnis, Hudds 846062.
- 13-30th Dec.    Huddersfield Embroiderers Guild.
- 30 Dec-1 Feb.   Colne Valley Countryside Management Service.

We are pleased to welcome the following new members:

- 1481 Mr S.J.G. Eaves, [REDACTED]
- 1482 Mr Tony Collins, [REDACTED]
- 1483 Mr & Mrs Grahame Percival, [REDACTED]  
[REDACTED]
- 1484 Mr Tim Allsop, Junction House, [REDACTED]  
[REDACTED]
- 1485 Mr T. Whiteley, [REDACTED]  
[REDACTED]
- 1486 Mr Christopher R. Davey, [REDACTED]  
[REDACTED]
- 1487 Mr & Mrs Ronald Haigh, [REDACTED]
- 1488 Mr C.J. Kew, [REDACTED]
- 1489 Mr & Mrs John Allen, [REDACTED]
- 1490 Mr David A. Calverley & Ms Diane J. Broadbent, [REDACTED]  
[REDACTED]
- 1491 Mrs N. Taylor [REDACTED]  
[REDACTED]
- 1492 Mr Frank Ruffley, [REDACTED]
- 1493 Mrs Nancy Turner, [REDACTED]
- 1494 Mr Raymond F. Barker, [REDACTED]  
[REDACTED]
- 1495 Mr R. Trevor Black, [REDACTED]  
[REDACTED]
- 1496 Mr R.A. Evans, [REDACTED]
- 1497 Mr Charles Brooker, [REDACTED]  
[REDACTED]
- 1498 Mr John Francis Holroyd, [REDACTED]  
[REDACTED]
- 1499 Mr John Locke, [REDACTED]  
[REDACTED]
- 1500 Mr & Mrs Colin Scrivener, [REDACTED]  
[REDACTED]
- 1501 Mr & Mrs E.P. Rock, [REDACTED]  
[REDACTED]
- 1502 Mr Harry Thorpe, [REDACTED]  
[REDACTED]
- 1503 Mr Gordon R. Lightbody, [REDACTED]  
[REDACTED]
- 1504 Ms Janet Brereton, [REDACTED]  
[REDACTED]

*Val Dewey*  
Membership Secretary

- 12th Nov. 8.00pm Social Meeting at the Tollemache Arms, Mossley.
- 30th Nov. 12-5pm Tunnel End Christmas Craft Fair.
- 4th Dec. 8.00pm Social Meeting at the Railway, Marsden.
- 5th Dec. 8.00pm IWA (West Riding Branch) Christmas Social at the Victoria Hotel, George Street, Leeds.
- 13th Dec. Tunnel End Christmas Party. £2 per head deposit. Tel. David Finnis at Tunnel End on Hudds 836062.

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6th/7th December  
20th/21st December  
3rd/4th January 1987  
17th/18th January

Tel. Trevor Ellis on Hudds 534666 for details.

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