

**HUDDERSFIELD
CANAL
SOCIETY**

PENNINE LINK

No.75

May/June 1987



FREE to Members

25p

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Cover photo shows where the canal will rejoin original line at Northend, Stalybridge.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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Editorial

We're once again putting the final touches to the Society's main fund-raising event of the year — the Ashton Canals Festival.

As always we're on the lookout for those of you with an hour to spare over the weekend — maybe helping out on the entrance gates or selling raffle tickets.

Talking of raffle tickets, we're including a few with this issue of Pennine Link which we hope you'll either sell or buy as your support really will count towards a fully restored canal.

SUE GIBSON

I am pleased to present a review on behalf of your Council of the affairs of the Society for the year ended 31st December 1986 including our aspirations and plans for the future.

The Huddersfield Narrow Canal Joint Committee

This Committee, which was formed in 1985 met regularly in 1986. It is composed of two members from the three Metropolitan District Councils, two from British Waterways Board and two representatives from the Society. In addition, officers of the above bodies met regularly, chaired by BWB, and we also send two representatives. Sir Leslie Young has resigned as Chairman, through pressure of work. We hope that BWB will continue to have member representation.

The Benefit Study

This study was one of the proposals put forward at the historic meeting we held in 1984 on Standedge. It was produced by L & R Leisure Consultants and presented to the Joint Committee in 1986. Its findings have been accepted by all parties. The prime objectives of the Study were to:—

Identify the activities and the new local tourist and other expenditures arising from restoration of the East-side, West-side and through navigation;

Project the employment consequences;

Assess the local and regional benefit in terms of retained household income;

Recommend a private and public sector funding strategy;

Consult with interested organisations.

We have already detailed the findings of the Study in Pennine Link. However, it is worth summarising the main benefits as seen by L & R:

Job Creation:

230 full time equivalent jobs created as permanent increased employment opp-

ortunities — largely in leisure, tourism and associated service sector industries. 260 jobs created for a ten-year restoration programme including employment with local contractors, suppliers and via Manpower Service Commission schemes.

£2M per year retained in the 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:

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 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.

The Study also recommend an Action Plan. The Society's role is seen to be crucial. We have already implemented many of the suggested points. One suggestion was to work up a proposal for the appointment of a Project Officer for submission to the Department of the Environment under the Special Grants Programme. Prior to an application for grant aid, we appointed Mr Mike Thompson as a part-time consultant to the Society. His brief is to take on-board many of the Study recommendations for action and to make and maintain the

contacts we need to progress restoration. Our application for a full-time officer was rejected earlier this month. We will therefore continue to use Mr Thompson's services. His last post was as Director of Planning for South Yorkshire Metropolitan County Council. His experience has already proved most valuable.

Another finding of the Study was to recommend a long-term look at restoration. The £1.2 million grant gives the Society realistic hope for real progress in restoration up to Diggle from Stalybridge provided the MSC schemes continue. The Society has produced a five-year plan. We have been encouraged by the Mersey Basin Initiative and we hope for European Economic Community monies to support the first three year plan submitted to the DoE for consideration by the EEC European Regional Development Fund.

Tunnel Survey:

The Study outlined the potential of a restored Standedge Tunnel. We are leading the campaign for a full engineering and leisure survey. Grant aid is again being sought and we hope to begin this survey in 1987/88.

Restoration Progress

Kirklees

The Marsden-Slaithwaite section is on schedule to be opened by September 1987. Work has started below Slaithwaite and several alternative schemes have been designed to a preliminary stage for the restoration of the canal through the centre of Slaithwaite. We believe that a general public meeting to discuss the principles involved — as we did at Uppermill in 1981 — should take place to allay the fears of some residents over restoration.

A route through Huddersfield town centre has been explored. It requires access through Bates and Company premises. The refusal by Kirklees MDC

for a building on the line has been appealed against by Bates. The hearing is in July and your Society will be present at the appeal.

Oldham

Progress on the two top locks at Diggle was helped in 1986 by a Waterway Recovery Group Work Camp. Lock gates could be fitted later this year.

The infilled section above Brownhill was completed in 1986. However, the design was unsatisfactory and the channel will not be navigable until May 1987. The whole Uppermill section will be dredged to improve water flow, angling and navigation in 1987. Benjamin Outram, the Society boat, continued to operate in 1986 and carry many tourists and 'first timers' to canals. We hope that the completed section of canal will prove to be a bigger tourist draw in 1987.

Tameside

Tameside Canals Limited, our subsidiary, continued work on the three locks up to Stalybridge. Gates should be fitted in 1987 and navigation opened to Bayley Street later this year. The success of our subsidiary is not only measured by physical restoration of the Huddersfield Narrow and by improvement of the Peak Forest Canal environment. Tameside Canals have employed over 400 hitherto unemployed persons, over 150 of whom have found permanent jobs.

The W.S. Atkins report on Stalybridge was presented to the Joint Steering Committee and to Tameside MBC in 1986. Of the seven possible routes identified as feasible from an engineering standpoint, Tameside have chosen route seven — a combination of river and a small section of the original route. We shall now investigate a full engineering design appraisal of the route chosen which is estimated to cost £4 million. Annual maintenance costs of this route will be high compared with restoration of the old line.

All three District Councils are fully committed to restoration. I would like to express my gratitude to officers of all three local authorities for their enthusiasm and support in our restoration scheme.

The Society

Membership of your Council was expanded in 1986 by four County Councillors:

Mr P.G.L. Scott, Mr A.J. Brett, Mr J.M. Sully, Mr G.V.J. Pratt and Ken Goodwin Chairman of IWA. Susan Bradbury has had to resign due to pressure of her work. Sue established our investment portfolio and her professional approach was much valued. We all wish her well in her 'retirement'. Mr Les Winnard has returned as Treasurer. He is a senior member of a leading firm of accountants in Manchester.

Jean Buckley has resigned as Sales Officer. Jean was always in attendance at the many functions attended by the Society. We shall miss her at Council Meetings but we are promised she will be 'with us all the way'.

The Society's strength has been and will continue to be its membership. I believe we have a very professional team. One of the roles we must continue to play in the future is one of publicity and promotion particularly within the two valleys. We must maintain and strengthen our local contacts because it is through these that we persuade residents in the Colne and Tame Valleys that the restored canal is needed. We have not yet won the political battle and we still need to exploit all funding sources. However, I am satisfied that 1986 was another very successful year in our campaign for through navigation.

HOTEL BOATING ON THE HUDDERSFIELD NARROW?

Yes we hope to take Brackley onto the restored section to Stalybridge twice this year.

For details of our extensive 1987 cruising schedule and the 10% discount offered to HCS members (please quote membership no.), contact Martin and Debbie Rushbrooke now

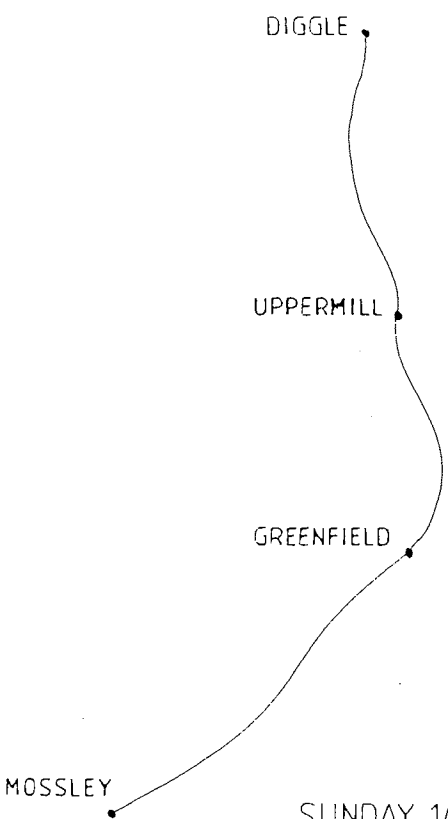

Rushbrooke Narrow Boats


21 Bibbey Street
Rode Heath
Stoke-on-Trent
ST7 3RR
Tel (09363) 78652

help restore huddersfield narrow canal

join a sponsored walk

CONTACT
JACK CARR
19, SYCAMORE AVE.,
EUXTON,
NE CHORLEY, PR7 6JR
02572 65786



SUNDAY 14TH JUNE 1987
DIGGLE TO MOSSLEY



Tameside Canals

Environmental Projects

A large part of the works carried out by Tameside Canals, the Society's M.S.C. Community Programme project, are described as environmental, rather than involving canal restoration. We initially began with towpath restoration on the Peak Forest Canal so as to establish our credibility to operate such as scheme before work began on canal restoration. Since then we have considered it essential to have a large environmental component to the work carried out. It allows us to operate a larger scheme — which has advantages, for instance in the number and qualifications of the staff we can employ — a complete technical unit with an Engineer, an Ecologist and a Landscape Architect is proposed for 1987/88. It allows us to provide employment for considerably more people (150 this year), and it helps to improve the environment through which the Huddersfield Narrow Canal runs — all without spending any money intended for canal restoration. The Tame Valley Local Plan identifies numerous sites for improvement. The numbers in brackets below refer to Proposal numbers in that plan.

Projects carried out in 1986/87 include:

(a) Peak Forest Canal area improvements.

1. Raglan Street embankment, Hyde: rubbish clearance and planting of shrubs and trees (138).
2. Alongside canal between Manchester Road and Raglan Street, Hyde: washwall repointing and repair and planting of hedge species (135).
3. Between Canal Street, Manchester Road and the Canal, Hyde: landscaping (134). It was intended to restore the wharf crane here, but we have been unable to find drawings or sufficiently detailed photographs to make replacement parts.
4. Construction of a new footpath between Dunkirk Lane and Broadway along the east side of the canal (129).

5. Tree planting to screen factories at Broadway Industrial Estate from the canal (128).

6. Canalside fencing, Dunkirk Lane area.

7. Towpath reconstruction from Dunkirk Lane to Dukinfield — thus completing the 5 miles (approx.) of towpath on the Peak Forest Canal in Tameside.

8. Portland Basin: external paving and reflagging of part of interior floor, Heritage Centre (115).

(b) Huddersfield Narrow Canal area improvements.

1. Land north of Robinson Street, Stalybridge: access path and landscaping (101).

2. Fence and stile alongside towpath, west of Clarence Street, Stalybridge (104).

3. Digging out old canal arm to provide moorings at the head of the Huddersfield Arm of the Ashton Canal, Ashton Old Wharf.

4. Towpath and washwall repair, repair of boundary wall and replacement fence/hedge between Mottram Road Basin, Stalybridge and the culvert at Hartshead — work to continue into 1987/88.

(Although described as environmental, this is part canal restoration.)

Projects proposed for 1987/88 are as follows:

(a) Peak Forest Canal area improvements.

1. Portland Basin Area: environmental works to canal frontages and to Heritage Centre frontage; possible involvement in restoration of water wheel (115).

2. Improvements to canal frontages between canal and industrial units on Charles Street (116) and rebuilding of canal washwall.

3. General tidying and tree planting of allotments to west of Astley Street (117).

4. Landscaping and canalside picnic area at Gee Cross Mill, Hyde (144).
5. Apethorn Lane, Hyde: construction of steps to provide safe access from canal into the river valley around Gibraltar Bridge and onto vantage points adjacent to canal.
6. Improvement of slope leading to bridge from Apethorn Lane, Hyde and renewal of stone steps at towpath side of bridge.
7. Gibraltar Lane area, Hyde: infilling and making safe of air raid shelters; landscaping; demolition of disused pumphouse below canal aqueduct and installation of handrail on steps leading up from pumphouse.

(b) Huddersfield Narrow Canal area improvements.

1. Industrial area west of Cavendish Street, Ashton: riverside environmental improvement and upgrading of track from Cavendish Street to canal towpath (114).
2. Tidying and landscaping where possible of canal frontages from Cavendish Street to Bayley Street, Ashton.
3. Landscaping, Ashton Old Wharf (Eli Whalley's). (N.B. Items 1-3 are actually alongside the Huddersfield arm of the Ashton Canal.)
4. Whitelands Road Canal Bridge: landscaped access to canal.
5. Southampton Street/Plantation Street, Ashton: construction of formal access path to canal.
6. Countess Street/Whitelands Road, Ashton: renovation of access path.
7. Riverside, south of Ashton bus garage: installation of footpath with public access to Whitelands Road and Texas Street (109).
8. Riverside, east and north of Tower Mill: installation of footpath with public access from Clarence Street.
9. Landscaping and creation of sitting area between Park Street and River Tame (103).

10. Access improvement, works to footpath and tree planting of slopes below Dukinfield Cemetery (105).

11. Installation of Riverside walkway between Bayley Street and Hully Street, Stalybridge (98).

12. Landscaping and provision of seating area, Mottram Road Basin, Stalybridge.

13. Tidying and landscaping of canal frontages, industrial units between canal and Knowle Street, Stalybridge.

14. Tree and shrub planting, north side of canal off Northend Road, Stalybridge.

15. Copley Recreation scheme, west of Richmond Street, Stalybridge (96). A large proposal which was previously intended to be carried out by Derelict Land Grant. Planning Permission has been granted. Works to be carried out by Tameside Canals will be to that plan and should include the installation of a footpath from Richmond Street to North Road railway bridge, removal of railway sleeper fence, landscaping of fairground area and embankment, and construction of steps from footpath to canal access point and North Road canal bridge.

16. Installation of footpath along embankment of disused railway line between Scout Green and Stalybridge (86).

Some of these projects are too large to complete in one year and work should continue next year. Other projects may not be commenced or completed in the year because of the necessity to negotiate with other bodies before work commences, or because of the inevitable delays in a project such as this.

KEITH GIBSON

PRESS DATE

1st JUNE

**Articles to Editor for inclusion
in July/August issue**

**Tame Valley
'Toepath' 87**

The third annual sponsored towing path walk is to be staged again this year on the more amenable date of Sunday, 14th June, to take advantage of the summer weather.

The route chosen for this years' walk is from Standedge Tunnel, Diggle to Grove Road swing bridge at Mossley, encompassing the most scenic section of the canal on the Lancashire side. The newly opened Wool Road infill, the spectacular Diggle Locks and the Canal Societies restoration project at Locks 31W and 32W will be encountered during your walk, along with the opportunity for an excellent lunch at the many hostelries in Mossley, Uppermill and Diggle, should you forget your sandwiches. The eastern terminus of the walk is at the portal of Standedge Tunnel, the subject of renewed interest focused on a survey to establish the engineering work required for public use of the tunnel.

The route is designed as a round trip allowing start and finish at the same point at any of the four check points, so come on you motorists, park your car and enjoy a day in the countryside. Join the walk for an enjoyable day in the Tame Valley and help to raise the much needed money to continue and accelerate the restoration of the canal.

JACK CARR,
Chairman West Group.

Aspley

Baltimore Diner now nears completion. The new footbridge over the canal was craned into place late in March. It is a wooden structure weighing around 8 tonnes and having a 22 metre span and costing £15,000!

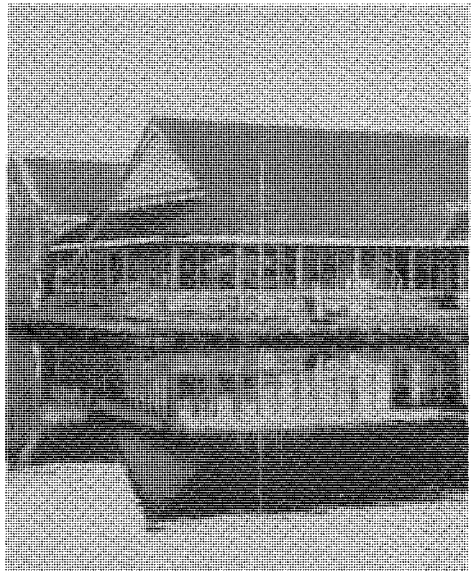
Work has continued on a fortnightly basis at Diggle, and the towpath-side tail wall at lock 31W is now nearing coping level. We will need to build a back wall towards the towpath, topped off with stone flags, if we can obtain some.

There are two areas requiring attention before the lock nears the stage of being gated; firstly the chamber needs to be pointed and any bulges reset, secondly the lock tail area needs to be cleared of silt. The latter job seems best reserved for a weekend when we have a group visiting, while the work on the chamber walls is within the scope of our own numbers-not that new people wouldn't be very welcome! we still need to acquire some scaffolding — any quantity considered.

Future dates are:—

3/10 May	23/24 May
6/7 June	20/21 June
4/5 July	18/19 July

Please ring Trevor Ellis on Huddersfield 534666 for more information.



Baltimore Diner (building almost in centre of photo) nearing completion. Photo: Bob Dewey

The controversy over the new route through the town continues. Following the public meeting (to which we were **not** invited) which some HCS members attended, the Council's Planning Officer Mr Miller has been asked to look at three alternative routes — in simple terms

- 1) the original route
- 2) the original route lower (and in tunnel)
- 3) the river.

The letters pages of the local papers have thrived — plenty of letters in favour — even from non-members — our thanks to them.

The consensus seems to be that most people are worried because they don't know what is going to happen. Kirklees have now appointed an engineer to design the new scheme(s) and when he has done his work we'll be able to see (hopefully) the delight of a canal in the town centre.

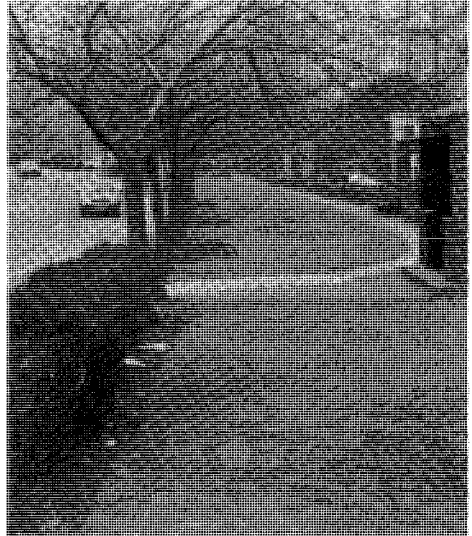


Photo shows the trees and grassed area where once the Huddersfield Narrow flowed.

Photo: Bob Dewey

Ashton Canals Festival Raffle

Once again a raffle is being organised by the Festival Committee to be drawn on Sunday, 12th July at the Festival Site. To enable every member to participate in this happening, you will have noticed, I am sure, that some Raffle Tickets have been included in this edition of Pennine Link. If, by any mischance, you have been missed or, more likely, you find that these were not enough for your needs, please contact Helen Ruffley at 26 Langham Street, Ashton-u-Lyne, Lancs. or Vince Willey on 061-330 9810 and further supplies will be on their way in the next post.

The biggest sale of tickets actually takes place in the six weeks prior to the Festival when every Friday night sees a merry band visiting almost every pub in Tameside to sell the tickets. Last year we had a very good turn-out on almost every night and, as a result, the raffle profit was the highest ever. Now this is where you come in again. The bigger the party that goes out selling, the

bigger the sales. It's simple arithmetic; ten people will manage to sell in about five pubs; twenty people will sell in eight or nine. (You don't quite manage to double the number of hostleries, not because of the beer, we don't drink in every pub, some of the places we go into actually have keg beer and no-one is going to drink that rubbish! but mainly because the single members of our group always seem to find someone of the opposite sex to chat up and us more sedate members have to keep acting as sheepdogs!)

It really is a lot of fun. As there is a crowd of us we go into some places that you wouldn't chance on your own but also you find some very pleasant pubs and meet some incredible characters.

So, if you've a Friday night to spare, come and join us. Contact Helen or Vince as above or me, Brian Minor, on 061-789 4867, and we'll tell you where we are meeting.

Since the Society received a grant of £1.2m from the Greater Manchester Council prior to its abolition last year, we have been preparing a programme of work. It is proposed under this programme to restore all of the canal from its junction with the Ashton Canal to the mouth of the Standedge Tunnel at Diggle apart from the infilled section through Stalybridge which is being considered separately.

The Work Programme proposes the restoration of this part of the canal over a five year period provided that we are successful in obtaining grant-aid from the European Regional Development Fund sponsored Mersey Basin Initiative. Our consultant Mike Thompson has been discussing this with Oldham and Tameside Councils, the British Waterways Board and the Department of the Environment. We shall soon be submitting our application for this grant to the Department of the Environment. A draft of the programme was agreed by the Huddersfield Narrow Canal Joint Committee in October of last year. Since then we have been consulting Oldham and Tameside Council officers and the British Waterways Board, and have looked as carefully as we can at the costings and timing to make the best use of the resources available.

Your Council of Management have now committed the expenditure for the financial year 1987/88, which has had to be done prior to knowing the result of our E.R.D.F. grant application so as not to delay work unnecessarily or stop the M.S.C. programmes. If during the year we find the grant application is unsuccessful, we shall have to look very carefully at the timing of the remainder of the programme and at other sources of finances.

The proposals for 1987/88

1. Tameside Canals Ltd.

The M.S.C. Community Programme scheme operated by the Society's subsidiary Tameside Canals, under Project Manager Stephen Whitby is programmed to carry out the following work:

(a) Complete restoration of Locks 1W-3W, thus opening the canal from Ashton to Stalybridge, but with no turning facilities for boats until we know the result of Tameside's deliberations about this. (When the Council selected the route through Stalybridge, they also asked their officers to look at turning facilities here as a first priority.) Lock 1W cannot be completed until after the North West Water Authority have diverted the sewer which crosses the canal directly below the lock. That work should be carried out soon.

(b) Restore Locks 9, 10 and 11W above Stalybridge.

(c) Dredge the canal from Whitelands Rd. to Bayley St. (i.e. Ashton to Stalybridge.) The Society's dredger which will be used for this has been brought to Portland Basin where it can be seen together with a B.W.B. dredger (see below.)

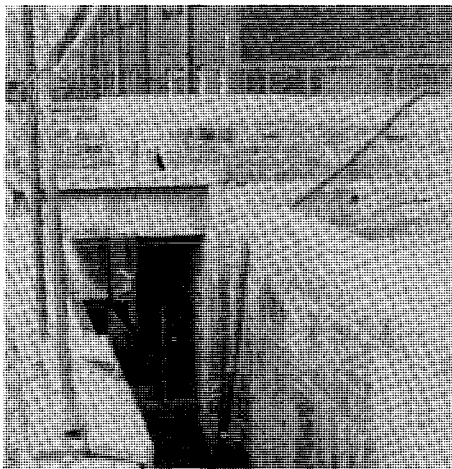
(d) Towpath and washwall repairs.

(e) Preliminary work in connection with the rebuilding of the Hartshead infilled section. A design is being prepared by Engineering students of Sheffield City Polytechnic in conjunction with B.W.B. Although it would be useful to commence excavation of this route this year, the timing will depend on the progress of negotiations with the various interested parties.

(f) Canalside and Tame Valley environmental projects. (see separate article.)

2. Oldham Council M.S.C.

Oldham Council's M.S.C. Community Programme scheme under Unit Manager George Cragg is to be transferred



Lock 2W Stalybridge showing new bridge



Showing work in progress at Whitelands Rd. looking towards the Ashton Canal.



*Showing Hartshead Power Station infill section
Photos: Bob Dewey*

from the Rochdale Canal where work at Chadderton is nearly finished to the Huddersfield Narrow later this year. They will begin work at the Tameside boundary — the principle being that both M.S.C. schemes work upward (Tameside Canals from Stalybridge up through Mossley to the boundary at Division Bridge to Uppermill and then continuing up the Diggle flight of locks). This principle has been adopted partly for convenience and partly to avoid difficulties as a result of two M.S.C. schemes, or an M.S.C. scheme and volunteers working in the same area. Although the Oldham scheme will not be able to achieve a great deal in this year, we expect to see restoration commence at Locks 18 and 19W (Royal George Locks) and Lock 20W (Hall Lock).

3. Contract Works

The programme we have prepared will include the rebuilding of culverted bridges in the Saddleworth area. Although no actual work is proposed in the first year, Oldham Council's Engineers are beginning to collect information which is required before any design work can be carried out.

4. British Waterways Board

The Waterways Board will carry out dredging work on the Huddersfield Arm of the Ashton Canal between Portland Basin and Whitelands Road, and at Uppermill where "Benjamin Outram" operates this year.

Well, m'dears, the time does seem to fly these days. It only seems last month that Madam Editress was demanding an article on the final throes of Ashton '86 and suddenly she appears again with leather boots and a big whip asking what is happening this year. So to avoid more trouble from Madam Cyn, er I mean Sue, here goes.

This year's Festival is the tenth and the Committee are determined that it will be the biggest and best yet. Diaries out, the dates are 10th, 11th and 12th July (that's Friday, Saturday and Sunday). The location will be Portland Basin, Ashton, at the junction of the Ashton Canal from Manchester, the Peak Forest Canal from Marple and the Huddersfield Narrow Canal from not very far away just yet! We did hope that the first three locks would have been open by the time of the Festival but time and tide and the machinations of the North-West Water Authority are no respecters of our good intentions. However, we hope that every member of the Society will take the opportunity to see the work done by Stephen Whitby and his merry men of Tameside Canals Limited on these locks. It is our intention that Water Buses will run from the Festival Site up to Eli Whalley's Wharf so that no one has any excuse not to have viewed the progress being made.

On the Friday night the Festival opens with a Folk Concert. This proved extremely popular last year so we are repeating the dose with five or six artistes giving their all during the evening with sufficient variety to suit all tastes.

Saturday will have the official opening at 3.00pm. (We like to have the official opening halfway through the proceedings, it helps to preserve that feeling of eccentricity amid all the perfect organisation.) This will be performed by the European Commissioner for Transport, Stanley Clinton Davies. He will be

assisted by this year's President, Mrs Barbara Castle MEP, and the Mayor of Tameside. Also in the party will be Mr Glyn Ford MEP, Mr Tom Pendry MP, The Rt. Hon. Robert Sheldon MP, and Mr Tom Megahy MEP for Huddersfield. We are still awaiting confirmation that Sir Leslie Young, the Chairman of BWB, and Lady Young will be able to join us. All the past Presidents and Committee Chairmen have been invited to attend the opening celebrations. Mr Ken Goodwin, National Chairman of IWA will be with us and a whole host of celebrities from the world of boating and, of course, many Civic Leaders from authorities adjacent to our Canal. (Some of them actually think it's their canal!) All the HCS Council will be there. Now there has got to be someone on that list who you have always wanted to put right on one or two items — well, now's your chance.

All day Saturday various entertainers will be performing for your delight and enjoyment. A top quality Brass Band will be playing popular tunes and occasional virtuoso renditions; the incredible macho Saddleworth Morris Men will be delighting every female heart; children's entertainers will keep your kids entranced with displays of legerdemain and masquerade; the convoluted intrications of the Ukranian Dancers will astound you; all around will be the sights and sounds of a country market; on the water will be boats of every description and size (with the limiting factor of 70' length and 6'11" width, of course).

Saturday evening will be our Trad Jazz Concert with the melodies of New Orleans floating across the water.

Sunday will open with the boaters Open Air Service conducted by our very good friend, Rev. Thomas, Vicar of Dukinfield. And then the mixture will be much as Saturday.

Throughout the whole weekend CAMRA will be running the beer tent, giving those of us of serious intent the opportunity to sample many rare and interesting varieties of ale. (Purely in the interest of scientific endeavour I managed to try some 17 different types last year before something I must have eaten made me fall flat on my face.)

I have it on the very highest authority that the weather is going to be perfect with brilliant sunshine all weekend!

So that's roughly it. All the proceeds go once more to help the restoration work. For every member who would like to help, we can find a job to suit your abilities so don't be backward at coming forward.

See you there. **BRIAN MINOR**
Publicity Officer
Ashton Canals Festival Committee

Kirklees Canals Festival

**September 12th/13th,
Aspley, Huddersfield**

Plans are advancing well for the Festival — all we need is boats, stallholders and you!

South Pennine Boat Club (c/o Tony Lockwood, 76 Manchester Road, Slaithwaite, Huddersfield) are handling the boat side of things. Kirklees Council Planning Department are handling the bookings for stalls, entertainments etc.

PENNINE LINK Advertising Rates

per issue 6 issues

¼ page	£2.00	£10.00
½ page	£3.50	£17.50
full page	£6.50	£32.50

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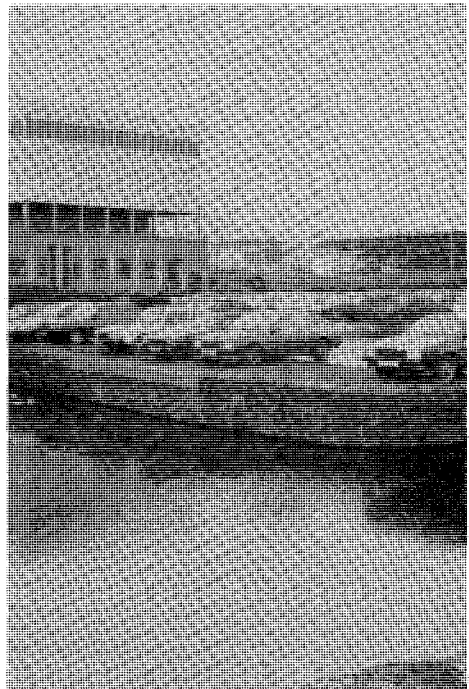
Bates

Kirklees have again refused permission to fill in the section of the ground floor of their mill, this time they had applied for temporary permission only. An appeal against the first refusal will be heard at a public inquiry in Huddersfield on 28th July. We intend to be there, it may be advantageous for members of the society to attend, we'll try and let you know in the next issue of Pennine Link.

A letter received from a young HCS member Craig Watson of Leeds asks others if they would be interested in forming a junior branch of the society.

If you are interested Craig should love to hear from you.

His address is 21 North Brook Street, Leeds LS7 4QQ. Tel. (0532) 686958.



Festival Site, Aspley

Photo: Bob Dewey

1987 National Waterways Tour

	MAY	
Huddersfield Narrow	Sat 9	The Railway, Station Rd, Marsden. 8.00 ** (This performance is sponsored by British Waterways Leisure)
	Mon 11	Navigation Hotel, Stockport Rd, Marple. 8.00*
	Tue 12	The Crossings, Furness Vale, Nr New Mills. 8.00*
	Wed 13	The Canal Basin, Whaley Bridge. 7.30** (If wet: Jodrell Arms Hotel, Whaley Bridge) (This performance is sponsored by the Inland Waterways Association)
Macclesfield	Sat 16	Fools Nook Inn, Sutton, Nr Macclesfield. 7.30*
Caldon	Mon 18	The Boat, Basford Bridge, Cheddleton. 7.30* (This performance is sponsored by J. R. Clarke & Sons Ltd)
	Tue 19	Black Lion, Consall Forge, Nr Wetley Rocks. 7.30**
	Wed 20	Holly Bush Inn, Denford, Nr Cheddleton 7.30**
Trent & Mersey	Fri 22	Broughton Arms, Sandbach Rd, Rode Heath, Nr Stoke-on-Trent. 7.30** (This performance is sponsored by J. R. Clarke & Sons Ltd)
	Sat 23	Commercial Hotel, Wheelock, Nr Sandbach. 7.30*
	Sun 24	Newton Brewery Inn, Webbs Lane, Middlewich. 7.30**
Shropshire Union	Tue 26	Shady Oak, Tiverton, Nr Tarporley. 7.30*
	Wed 27	Bridge Inn, Audlem. 8.00**
	Thu 28	Talbot Inn, Newcastle Rd, Market Drayton. 7.30*
	Fri 29	The Anchor, Old Lea, High Offley, Nr Woodseaves. 7.30*
	Sat 30	Wild Hollow, Monks Walk, Gnosall. 3.00**
	Sun 31	Bridge Inn, Brewood, Nr Wolverhampton. 7.30* (This performance is sponsored by Countrywide Cruisers and Gailey Marine)
	JUNE	
	Tue 2	Autherley Boat Club at Water Travel, Oxley Moor Rd, Wolverhampton. 8.00** (This performance is sponsored by the Birmingham branch of the Inland Waterways Association)



Mikron Theatre Co. (left to right): Sarah Parks (Actress/Musician), Mike Lucas (Artistic Director/Administrator), Clive Lucas (Actor/Musician), Amanda Edwards (Actress/Musician), John Elkington (Actor/Musician). Photo: R. Carter

Staffs. & Worcs.	Wed 3	Round Oak Inn, Ounsdale Rd, Wombourne. 8.00** (This performance is sponsored by the Staffordshire and Worcester Canal Society)
	Thu 4	The Lock, Wolverley. 8.00**
	Fri 5	The Black Star, Mitton St, Stourport. 8.00*
River Thames	Sat 6	National Maritime Museum 50th Anniversary Open Day, Greenwich, London. 2.15* (Refreshments)
River Severn	Sun 7	Camp House Inn, Grimley, Nr Worcester. 8.00**
River Avon	Tue 9	Fleet Inn, Twyning, Nr Tewkesbury. 8.00**
Gloucester & Sharpness	Wed 10	The City Barge, Merchants Rd, Gloucester. 8.00* (This performance is sponsored by British Waterways Leisure)
	Thu 11	Berkeley Hunt, Purton, Nr Berkeley. 8.00** (This performance is sponsored by the Inland Waterways Association)
River Severn	Fri 12	Coal House Inn, Apperley, Nr Tewkesbury. 8.00**
Worcs. & Birmingham	Sat 13	The Commandery, Sidbury, Worcester. 8.00*
	Sun 14	October House next to Old Forge, Tibberton, Nr Droitwich. 3.00**
	Tue 16	Boat and Railway, Stoke Works, Nr Bromsgrove. 8.00*
	Wed 17	The Hop Pole, Birmingham Rd, Bromsgrove. 8.00**
	JULY	
North Stafford	Sat 4	The Horseshoe, Alcester Rd, South Kings Heath, Birmingham. 8.00**
Birmingham	Sun 5	Tividale Community Recreation Centre, Lr. City Rd, Tividale, Warley. 8.00*

KEY: * "The British Amazon" — the amazing true story of Mary Anne Tablot who during the 18th century was a drummer "boy", cabin "boy", powder monkey and actress and had many exciting adventures.

** "Flight of Fancy" — our brand new show, researched and written this year — one day in the life of a canalside community — a musical evocation of rural life in the 1930's.

New route agreed

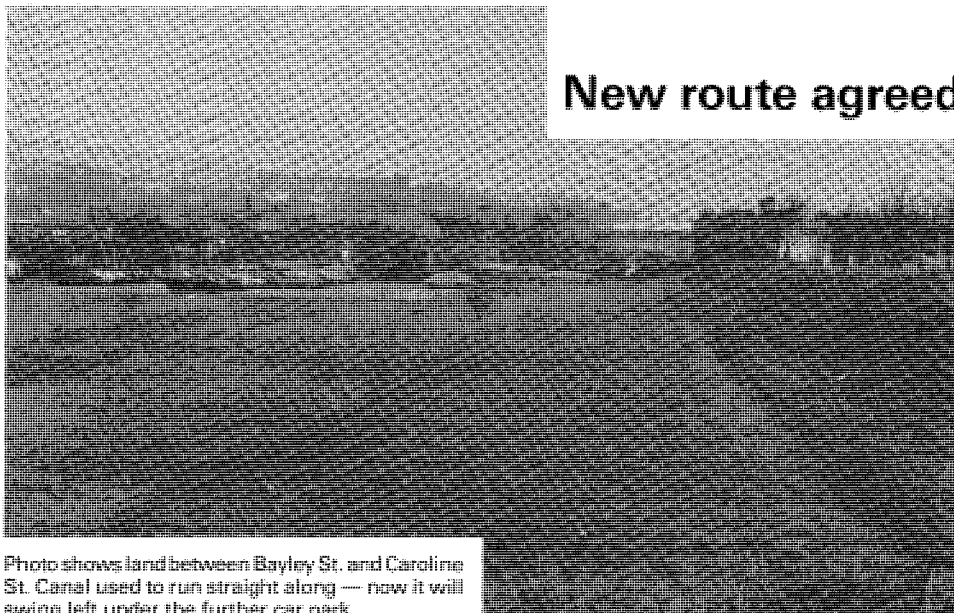
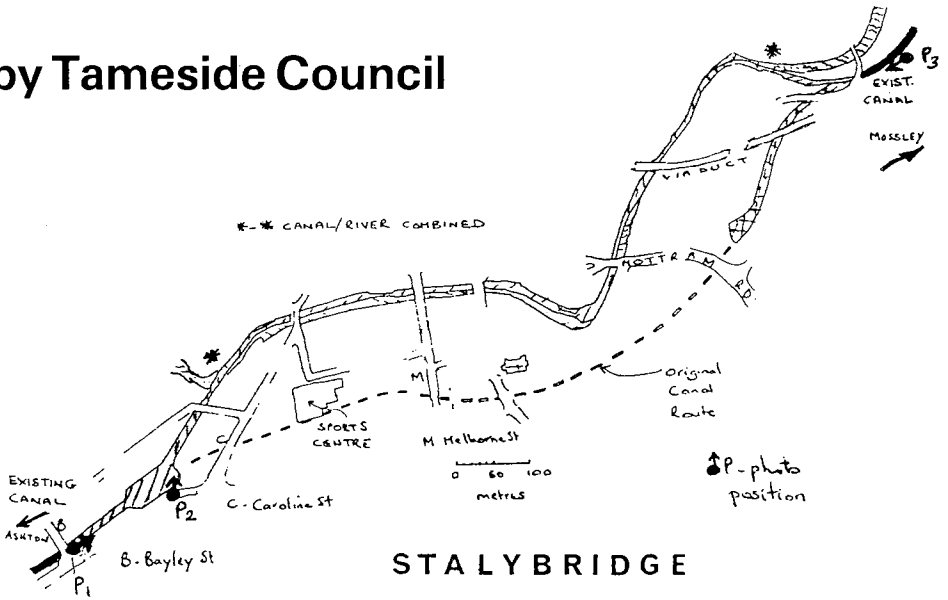


Photo shows land between Bayley St. and Caroline St. Canal used to run straight along — now it will swing left under the further car park.



The canal used to cross under the road beyond the pub — now it will sweep round behind the pub into the river.

by Tameside Council



STALYBRIDGE



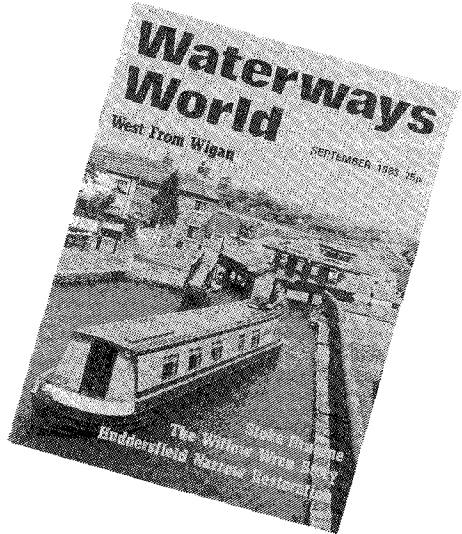
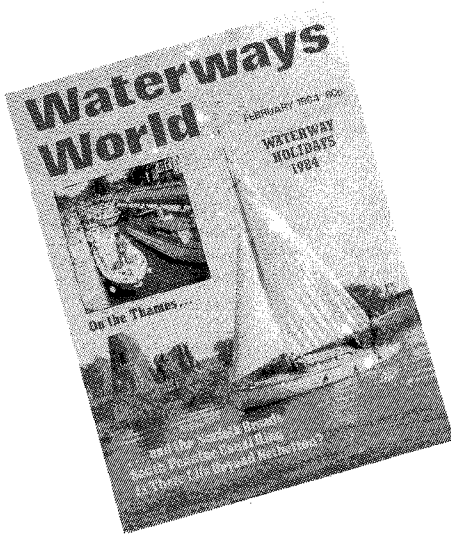
Mottram Road, Stalybridge

Photos: Bob Dewey

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The Diary of an Enthusiastic Mariner

Before I start — I notice a bit of competition creeping into the holiday romances in "Pennine Link". That Sue Day is girding her loins to tell you all about the Cheshire Ring — presumably at her first attempt! It just is not fair. If I were not a considerable horse-lover myself I would tell her where to put Sonny's nosebag! (It's all just jealousy, really!).

This edition is about the second stage of our Leeds and Liverpool etc. journey in October 1985. Ken and Sarah (is she really 16 now?) and of course William (9) and I (?) are at the bottom of the Bingley locks pointing towards Leeds. It is a Sunday morning.

Day 2 15 locks (most of which were set the wrong way!) 11 miles. Had a reasonable night although a bit concerned about the chance of being set adrift again. Up at 7.30, walk with William and bought a paper. Set off at 8.00. Engine not so good, sounds like fuel or air starvation (HE says) — keeps slacking off and dying away. Got to Shipley and moored up — Ken went to ring emergency numbers at 10 o'clock and at 11.10 the man appeared. Not bad. The same young man who saw us off. Very pleasant, very helpful and very efficient. He renewed the purge fan (note technical terms) and wrapped some special tape round the exhaust pipe and within half an hour we were on our way. Apparently there were two faults — the exhaust was leaking fumes into the engine compartment and the purge fan (which keeps the air fresh near gas fired engines) wasn't working so the fuel/air/fumes mixture was all wrong.

We were very grateful to the fitter and what a difference! So quiet. He knew David Sumner (name-dropper!) — so we talked about "the Narrow" and the efforts being made to get it open. I think he had been "posted" to Silsden from

the Black Prince yard near Marple (Cheshire Ring, again — it always crops up!)

Weather cloudy but fine and pleasant boating. 3-Rise locks hard, most had to be prepared which slows progress a lot, just as well Ken knows what he's doing or they would be so easy to flood. So I drove! Not bad, HE says, which is praise indeed! I didn't bump the side and picked Ken up when leaving the lock without stopping. It seems so long ago since we used to moor about half a mile beyond the lock and wait until the exhausted shore-party rejoined the boat!

The swing bridges were very hard and we were grateful for help from gongoozlers at two of the. Another one was "hi-tech"; hydraulically controlled by buttons in a little box — Ken hadn't got his glasses and had to read the instructions with his head held back and his eyes half-shut. Consequently he was none too popular with the local motoring fraternity!

At Newly had a bit of excitement (and delay!) — a 'T' registered car had rolled down a grass bank in the park and straight into the canal! Felt so sorry for the owner of the car, which was in immaculate condition — or had been! I'll bet he was popular when he got home!

Gloves saturated and nowhere to dry them, as I mentioned last time — not even a radiator. Still missing the boat-hook. Made it to bridge 223 just past Kirkstall lock (near the Priory and the forge — only a short distance from the centre of Leeds but very pretty).

Quite dark by five so we were pushing it a bit by mooring at 5.20. Makes three hours a day difference from cruising at Easter. Hope there are no "kind people" around to unrope the moorings tonight — I haven't the energy to worry about how HE would cope!

PENNINE LINK

Leeds tomorrow — quite a forbidding thought — into the unknowns of river navigation. Had a bit of a hard time mooring because of low water and silted sides. Had dinner (curry and country slices). Short walk afterwards but area not very nice so didn't go to pub. Back to boat — changed sleeping arrangements — Ken and I are now in bigger single bunks — (HE's very thankful) — Sarah in lower bunk. Watched some telly with drinks — a leisurely evening and thankfully no phone to interrupt (it's always ringing at home). Very tired so bed early.

Day 3. Monday. 19 locks, 20 miles.

Didn't wake up till 7.30 after all having a very good night's sleep. Set off at 8.00 in glorious warm sunshine. Passed disused power station with own canal spur (that's exciting, isn't it!) — remarked what a good marina it would make. Met a pleasant waterman in charge of Spring Garden (in Leeds!) and Oddy locks; he was clearing out floating debris from these immaculate locks with large murals on nearby warehouse walls. A real credit to the mens' efforts.

Fascinated by the huge arches taking the River Aire under Leeds City Station. Very Dickensian; walked about a bit and did some shopping then — hey, presto — down River lock into the River Aire (Aire and Calder). Keith Noble's book "West Yorkshire Waterway Guide" absolutely invaluable. We met some people coming the other way about here, who hadn't got the guide, and they hardly knew where they were! They were navigating, or trying to, by an Ordnance Survey map. The new guide is an absolute 'must' for anyone doing this stretch.

Wonderful feeling — just us in a big, wide river with high buildings on each side and passing under the recently restored, beautifully painted cast iron bridges in Leeds; with names like

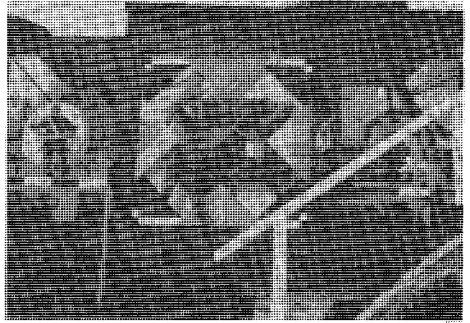


Photo shows the murals at Spring Garden Lock, Leeds.

Victoria, Leeds and Crown Point. Through Leeds lock and met a boat from Sowerby Bridge, homeward bound (by OS map!). Only the second boat we have seen (moving) today! What a waste of good water — there's room for far more activity on this beautiful and fascinating journey — far superior to the Llangollen or the South Oxford.

All the locks are now **HUGE**, able to take coasters going down to Goole and the Humber. Operated mechanically by lockmen up in little towers who wave through little windows. Was invited to see the controls at Knostrop lock — very efficient. Must make a point here of how helpful and pleasant these men are, a real credit to their Authority. Fast cruising in deep water, engine behaving superbly. At Woodlesford a huge tanker passed us but invited us to lock with them — we squeezed into the corner of the lock with them towering above us — felt like a pea next to an elephant! Crew engaged Sarah in conversation (needless to say! — reminds me I haven't mentioned Sarah much; she is doing 'O' levels next Summer and is taking this chance really to get her head down — so we hardly see her.

Locked with them again at Fishponds, they were bound (empty) for Goole. They got ahead of us at Lemonroyd but after that the bells had been ringing and

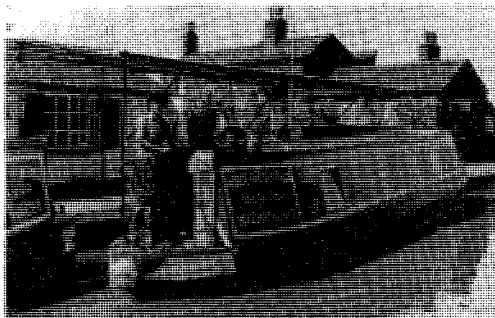
Continued on page 23

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To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone' Holmfirth 685022

I/We wish to join the Huddersfield Canal Society.

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If elected I/we agree to abide by the Memorandum and Articles of Association of the company.

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



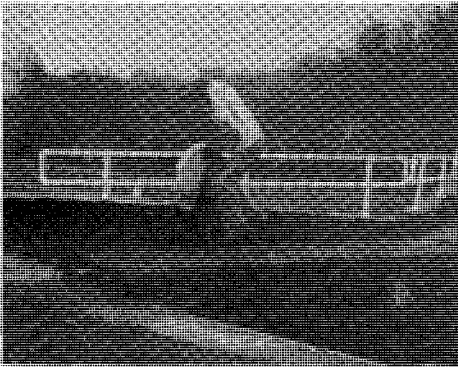


Photo shows Ken trying to cope with Fall Ing Lock

all the locks were ready and waiting for us — super — no tying up — just “hover” in the lock in the “dead” area shown by the keeper and hold the boat steady by “to-ing and fro-ing” gently.

Sharp turn at Castleford and made Wakefield Fall Ing lock by 4.10pm. Paddles nigh impossible for me — even Ken found them practically unworkable (see photo) — of course this is where the larger windlass would have come in!

Back onto the Calder and found a good sheltered (hidden!) mooring in willow trees near the Jolly Sailor pub. Not too anxious to register our presence in the middle of a city at night! A very wide part of the river with boatyards nearby making superb ocean going luxury cruisers. Dinner (sausages and salad). Took William for a walk to the Chantry Bridge and Chapel, beautifully floodlit. Rang a cousin in Bradford to arrange a visit later in the week.

Difficulty getting back on board — gangplank through willow branches, over a wall and snaking blackberry branches!

Although no radiators or drying space the heating is very efficient with **real** thermostatic control (a first!) Enjoying trip immensely — best yet — but so little to attract tourists; only passed one craft shop — very few wayside pubs, etc. So

much scope for enterprise and more promotion needed to extol the virtues of this canal and river system.

Stayed on board again; read a bit and bed early.

NEXT TIME — Our day trip to Ken's office! See you.

Letters

Dear Editor,

The Wife's Tale — West Yorkshire Waterway Guide

Having followed 'The Wife's Tale' closely through 14 episodes I had anticipated that No.15 would get below Leeds and on to the area covered by our guide. It didn't and I am waiting anxiously for the 16th to see what the 'proof of the pudding....' brings forth. For, having worked for the 'Wife's Husband' on and off for twenty years, I had feared that the guide might have led them both over a weir or worse. Whatever Part 16 contains, any criticism of our guide will be borne of experience, to be value more highly than an armchair review and to be a source of reference for the next edition.

One thing which I hope will be clear from No.16 in your series is that our book is not just a towpath guide, but was written to help boaters and cyclists as well as walkers.

Thanks anyway for the plug in No.15. (sorry about the commission!). To put the record straight I claim no credit for restoring the Rochdale; it is well deserved by others. By the time I became involved in waterways the Calder & Hebble had passed the nadir in its fortunes, and such threats as there were had already been lifted.

Yours sincerely,
KEITH NOBLE

Vice-Chairman, Calder Navigation
Society
'Wife's Husband's Friend & Colleague'

DAY 1 We finally set off, 3 of us and a dog, to be joined in a couple of days by the rest of the crew. An army of helpers wielded windlasses to operate the locks as we descended the flight to the very heart of Manchester City Centre. Between Lock 1 and 2 on the Ashton Canal we met a BWB lengthman. He was pleased to see us with Sonny and stood to watch us go by. Sonny walks way ahead of the boat, at the end of a 90' length of cotton rope attached to his swingletree. At this point Sonny had to round a corner of the Old Tollhouse. The rope would be badly damaged on corners, and in fact causes deep grooves in stonework due to repeated friction, so it was customary canal architecture to put rollers on these corners. We were delighted that the roller had not seized up through disuse — the last frequent use by boat horses was about 40 years ago and we think perhaps only one boathorse with the "Pamela" came through in the 1970's. Apparently we had the use of a second roller, not intended for our use. The crew on our boat watched the rope roll around our rotund BWB friend's barrel! You do need to know where to stand when watching a horse boat go by.

The Rochdale Canal in Manchester unfortunately is rather difficult to work horses on due to parked cars and parking meters on Canal St. and steampipes occupying part of the towpath farther on. Sonny has negotiated these obstacles once before but we decided to take the easier option as we were short of crew. As none of the crew members other than me can ride at all, I was given the job of negotiating the city centre, with Sonny, to meet 'Maria' on the Bridgewater Canal, as it leaves the City behind. By contrast to the peaceful boating, riding amongst the busy traffic and exhaust fumes was very unpleasant and I understood perfectly why my dog's

tail wagged so much when we finally sighted our boat once more. 'Maria' hitched a tow from a friendly passing motor-boat to get himself to this point. No, we do not have any reserve engine or outboard motor — just Sonny.

We finally moored up at Sale where Sonny had the benefit of a wide verge of grass. We rarely catch him dozing, he always seems to be munching, so I doubt if the chiming of the clock disturbed him. We had a restless night though as the nearby clock sounded every ¼ hour!

DAY 2 Warm and Dry

Just 3 of us plus dog today — no helpers — this is the minimum crew we can operate with. One person is on the boat at the tiller, steering 'Maria'. Another is on the towpath, driving Sonny, that is walking behind him. The third person alternates between boat and towpath wherever needed. This is difficult as the only place to get on/off the boat is in the narrowed bridge-holes. As a result, we had problems when we unexpectedly came across a section where mature trees had grown up on the towpath bank. The rope had to be disconnected. Our man at the tiller was scurrying back and forth along the boat's roof to the towing mast where the rope is attached to the boat. It is best to have 4 people, then both boat and horse can have 2 people allocated. The weather was excellent and I thoroughly enjoyed the day. We moored by Preston Brook Tunnel. We were very tired due to the concentration required, so were glad reinforcements were due the next day.

DAY 3 Hot

6 adults and 2 children today. All on schedule, going fine. I took Sonny over the tops of the tunnels where there was no towpath for him. At Preston Brook Tunnel 'Maria' got a tow again but at Barnton Tunnel, the crew legged her through. As I waited with Sonny for them to reappear, I expected to be

tossed the rope so we could proceed apace to the rally now so near. Loud curses became distinguishable, and I cursed loudest of all when I discovered I had finished the film in my camera. I would have given anything for a shot of their reappearance — covered from head to toe in black engine oil and dirt, gathered on the roof of this tunnel. An hour later with everyone in fresh clothes and a washed-down boat we continued. We arrived at the Anderton Boat Rally and travelled through the length of it, passing all the moored boats, just to make our presence felt. It never occurs to many motorboats what a hazard they create for us with their TV aerials. Our rope had to be passed over every one, and we caused a commotion as aerials and chimneys were laid down before our advance. I gave Sonny a thorough wash which was as well because he received many visiting admirers. We were lucky enough to be offered a safe green paddock which meant we could leave him and go socialising on and around other boats. The "Pamela" was there, originally horse-drawn from the Youth Hostelling Association, but since made heavy by fool hardy concrete ballasting and now pulled by a motorboat.

DAY 4

We carry many tools on board. Where we find obstructions on the towpath we dismantle them to get Sonny through then reinstate them. We never remove an obstruction permanently because they are not aimed at us, but at motor-bikes or horse-riders. We met several barriers today. Sometimes I had to take to the paths or roads to get round them, but other times vandals had already made them passable for their bikes or whatever.

Oh no! An angling competition and a long, long row of fishermen intent on their rods. They often have rods so long that they reach the other side of the

canal. So any boat passing is a nuisance to them. The competition must have been ruined by boats leaving the rally all day long. We do not find the occasional angler much problem so long as they leave the towpath clear, but on this occasion fishing baskets, bait, tackle etc. were strewn over the path. I ran ahead warning them of Sonny's advancing hooves. What respect he commands! Every item was cleared off the path, as of course it should be, so that any walker can get by unhindered. Sonny thinks that ogres live under fishing umbrellas but as it was dry, we did not have these to contend with luckily.

We came through Middlewich negotiating many locks, and a BWB man dashed out to donate an OLD horse-collar (without its stuffing) and some hames, cut-down as they should be to prevent catching on the bridge roofs, and painted in traditional gaily coloured stripes. We reached Wheelock for night-fall.

DAY 5 Rain

Plenty more locks today. Sonny is keen to get a move on first thing in the morning, and he was apt to be restless, not content to graze whilst waiting for the boat to climb the locks. It takes a very steady long pull to get the boat moving out of a lock because it is under great pressure within the restrictions of the chamber. Sonny knows the art of leaning into his collar; it is no use bursting forward. The weather deteriorated, and it not only rained, it poured down. We all got very wet, including my poor dog. The crew relented, and allowed her on board the boat that night, sleeping in the rope locker room in the very fore end of the boat. We were moored outside the Harecastle Tunnel, having branched off the Cheshire Ring.

To be continued.

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17th May, Sunday, Pennine Way 1, 9-10 miles

Meet David Wakefield 10am at Wessenden Head on the A635 above Holmfirth. Grid Ref. 00/10 076 073. Start of a series of walks covering the Pennine Way in W. Yorks. Experienced walkers only. Packed lunch required. Hard/Theme walk.

24th May, Sunday, Bird Walks, 2-3 miles

Meet Huddersfield RSPB members at Appleyards Picnic Area, Golcar, for a number of short bird walks in connection with European Bird Watch Day. Special walks at 11am and 2pm. Easy/Theme walk.

30th May, Saturday, Huddersfield Narrow Canal, 8 miles

Meet Bob Dewey of Huddersfield Canal Society at 9.30am at Marsden Railway Station. Linear walk only. Packed lunch required. Med/Theme walk.

31st May, Sunday, Pennine Way 2, 10-11 miles

Meet Margaret Hill at 10am at Marsden Railway Station to continue Pennine Way in W. Yorks walks. Experienced walkers only.

7th June, Sunday, Cupwith & Green Owlers, 6 miles

Meet Robert Peaker at 2pm at Marsden Railway Station. Medium walk.

10th June, Wednesday, Wessenden Views, 5 miles

Meet David Finis at 7pm at Fall Lane Roundabout, Marsden. Medium walk.

13th June, Saturday, Sir John Ramsden's Canal, 6 miles

Meet John Sully, of Huddersfield Canal Society at 1.45pm at Huddersfield Railway Station or at 2pm at Aspley Canal Basin, Wakefield Rd, Huddersfield. Med/Theme walk.

14th June, Sunday, Ancient Routes, 8 miles

Meet Malcolm Banks at 10am Fall Lane Roundabout, Marsden. Packed lunch required. Hard/Theme walk.

24th June, Wednesday, The Luddites in Marsden, 1-2 miles

Meet Lesley Kipling at 7pm at the main entrance to Marsden Park, Peel Street, Marsden. Easy/Theme walk.

28th June, Sunday, Colne Valley Circular, 12-13 miles

Meet Barbara Armstrong at 9.30am at Town End Car Park, Golcar. Cloth badges and certificates available for those completing the walk. Packed lunch required.

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Sat & Sun 11am-4.30pm

Bank Holiday Mondays 11-4.30pm

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EXHIBITIONS

2nd May- 14th June Marsden Masquerade.

The Work of the National Trust.

20th June-2nd Aug Leather Goods by Ian Starkey

Tatting by Margaret Starkey

Ian and Margaret will be demonstrating on Sundays during exhibition period.

Pressed Flower Pictures and Cards by Jackie Selwood.

Evening Talks

21st May 7.30pm

Hardcastle Crags and the National Trust by Keith Robinson, National Trust Warden.

18th June 7.30pm

The Luddites by Lesley Kipling.

16th July 7.30pm

The Incas and The Andes by Richard Brooker.

CONSERVATION DAYS

Your chance to help improve and enhance the environment in Colne Valley. Meet 10am Tunnel End. Old clothes and wet weather gear advised. Packed lunch required. 6th & 7th June, 4th & 5th July, 1st & 2nd August.

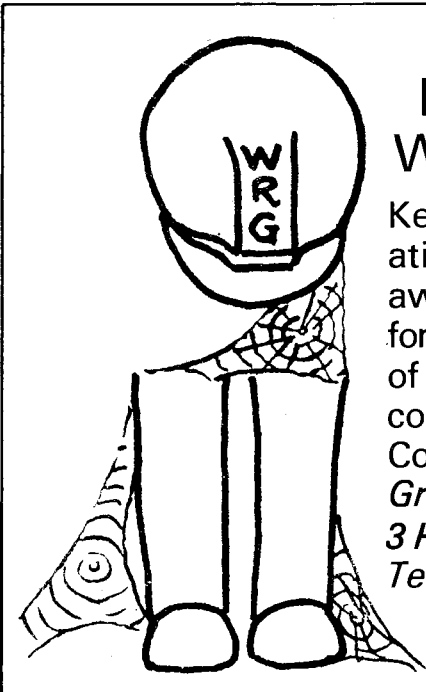
WILD SIDE OF TOWN SAFARI: JUNE 6th

In connection with the BBC series "Wild Side of Town" special safari arranged by Aspley. Tel: Hudds 846062 for details.

We are pleased to welcome the following new members:

- 1520 Mike Thompson, [REDACTED]
- 1521 Mr and Mrs S. J. Quilter, [REDACTED]
- 1522 Ms Ruth M. Hemmingway, [REDACTED]
- 1523 Tom Buckley, [REDACTED]
- 1524 Mr and Mrs Brian Shaw, [REDACTED]
- 1525 Mr and Mrs L. Coase, [REDACTED]
- 1526 J. Hinckley & C. Marshall, [REDACTED]
- 1527 Leeds University Canal Society, [REDACTED]
- 1528 Mrs Pam Bye, [REDACTED]
- 1529 Mr and Mrs Melvyn Gibson and Family, [REDACTED]
- 1530 John B. Brierley, [REDACTED]
- 1531 Tony Turkas, [REDACTED]
- 1532 Mr and Mrs T. R. Yeend & Mrs A. Aspinall, [REDACTED]

VAL DEWEY, Membership Secretary



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*

- 13th May 8.00pm West Side Social Meeting, Farrar's Arms, Grasscroft, Oldham.
- 4th June 8.00pm Joint East/West Quiz Night Social Meeting.
- 2nd July 8.00pm East Side Social Meeting at Olive Branch, Marsden.
- 8th July 8.00pm West Side Social Meeting at Farrar's Arms, Grasscroft, Oldham.

FESTIVALS

- Ashton Canals Festival 10th/11th/12th July, Portland Basin, Ashton.
- Kirklees Canals Festival 12th/13th September, Polytechnic Site, Aspley, Huddersfield.

WORKING PARTIES at Ward Lane, Diggle after 10am

- 23/24th May
6/7th June
20/21st June
4/5th July
18/19th July

West Riding branch of IWA are holding a Waterways Weekend at 5 Rise Locks, Bingley, Saturday/Sunday 27th/28th June 10.30am-5.30pm admission free.

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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