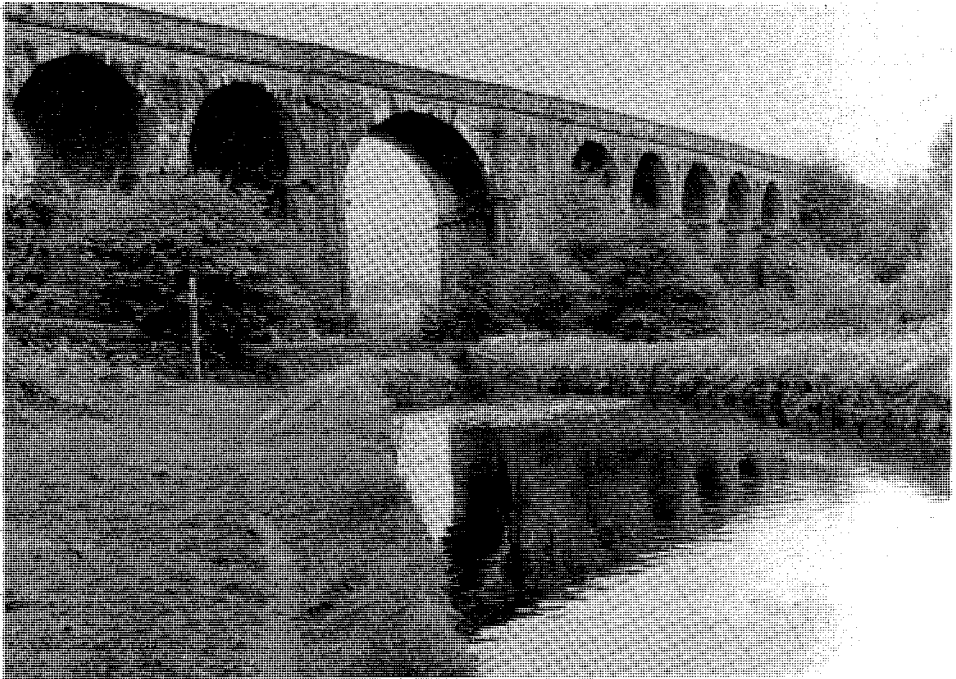


**HUDDERSFIELD
CANAL
SOCIETY**

PENNINE LINK

No.79

JAN/FEB 1988



FREE TO MEMBERS

25p

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Non-Council Posts

Front cover photo:

‘Limekiln Lock’ by Alwyn Ogborn.

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Chairman's Remarks

On Tuesday 3rd November a party comprising of members and officers of our three local authorities, officers of British Waterways Board and Mike Thompson and myself visited the House of Commons in order to appraise members of both Houses of Parliament of the coming paving bill to rescind the 1944 Act whereby cruising on parts of the Huddersfield Narrow was no longer allowed and of the Society's application to Europe for funding support for the Standedge Tunnel Survey and the West Side Programme.

The meeting was scheduled for 11.00am and those of us who did not enjoy the delights of London on the previous evening arrived at the house by 10.00am and after the normal security checks we arrived at a committee room to assemble our display stands.

The displays comprised of Marley Hayley boards with enough information to explain to the uninitiated the delights and potential of the Narrow Canal.

Councillor Les Preece chaired the proceedings - below is a copy of his statement which he read out to a packed

committee room. Despite fairly rigorous cross-examinations by members of both houses we, I believe, presented a united front. I was most impressed by the local authority contributions to the presentation. One could have believed that all present were long standing HCS members.

Lords, Ladies and Gentlemen.

I would like, first of all, to thank you for giving your time to attend this presentation on the restoration of the Huddersfield Narrow Canal and assure you it is most appreciated by the joint committee.

We envisage that the presentation will last between one-and-a-half and two hours, following which a buffet luncheon will be provided and I do know that certain M.P.'s and Peers who are unable to be present this morning, intend to join us at approximately 1.00p.m. for luncheon on the Terrace.

Before commencing with the presentation, I would like to give a brief outline of the role of the joint committee and on the history of the Huddersfield Narrow Canal. The joint Committee was established in July 1985 with a constitution of 2 members from each local authority, including at that time, the County Councils of West Yorkshire and Greater Manchester; Officers of the British Waterways Board and representatives from the Huddersfield Canal Society with the prime objective of promoting the restoration, conservation, maintenance and where desirable, improvement of the Huddersfield Narrow Canal to a navigable state for boating, angling and other recreational and amenity purposes for the public benefit.

The Huddersfield Narrow Canal was built between 1794 and 1811 under three Enabling Acts, 1794, 1800 and 1804 thus providing a twenty mile link between Ashton-under-Lyne and Huddersfield. The sole purpose of the canal was to enable the trans-shipment of cargo from the Ashton area to Huddersfield and then via the Aire and Calder system to the East coast ports of Yorkshire. The canal survived in its commercial capacity until declining traffic resulted in its closure under the LMSR (Canals) Act of 1944 and, subsequently, locks were "capped" and a number of sections culverted as a part of highway and other "improvement" schemes. When, in 1968, the Transport Act of that year designated the canal as a remainder waterway, its main function was reduced to that of water supply to the canal system West of Ashton-under-Lyne and East of Huddersfield.

Subsequently, however, there was renewed interest in the canal and

recognition of its environmental and recreational potential. Restoration to cruising for leisure was initiated by the Huddersfield Canal Society in 1980 under their Chairman, David Summner (who is with us today), and in that same year a start was made on the restoration of locks at Uppermill. Since 1980 further schemes have been undertaken on both sides of the Pennines and have been supported, as work has progressed by the British Waterways Board and the local Authorities through which the canal passes, namely, Kirklees, Oldham and Tameside Metropolitan Councils.

Before their abolition in 1986, the former Metropolitan County Councils of West Yorkshire and Greater Manchester injected considerable financial support, which, in conjunction with MSC funded schemes, has enabled rapid progress to be made on the reconstruction of the canal to cruising standards (some five miles to date). A Benefit Study has already identified the potential and peripheral benefit to local areas, and applications have been lodged with the Department of the Environment for funding through the Merseyside Initiative for a study and report on the Standedge Tunnel which extends for three and a half miles through the Pennines from Marsden to Diggle, thereby making it the longest and highest canal tunnel in the U.K. Further funding through the ERDF would be the subject of further applications.

It is the intention of the joint committee, that a paving bill in parliament should be presented for the 1987/88 Session to rescind the "Closure to Cruising" in the areas under the control of the former West Riding County Council, in order to allow the restored canal to be developed

restored and brought in its entirety into the existing British Waterways Board network as a fully operational cruising waterway.

Capital works are currently being undertaken from the proceeds of a £1.2 m. investment provided by the former Greater Manchester County Council, programmed into the 1990's.

It is, therefore, the purpose of this presentation, to seek your support to the joint committee's objective of promoting the complete restoration of the canal through all its stages of legal and financial progress.

Over lunch on the terrace more M.P.'s filed in, and Mr Brian Dice and Mr Martin Japes were heard extolling the virtues of the Huddersfield Narrow to Members. After the buffet some of the party chose to visit the Lords. I went to the Lower House to listen to the Chancellor's Autumn Statement before catching an early evening train home.

Our local M.P.'s are aware of our progress on the canal and I now hope that the all party canals committee will follow and support the continued restoration and lend their weight to support the forthcoming Paving Bill in this session of Parliament.

The visit was organised by the secretariat for the Huddersfield Narrow Joint Committee and I would like to thank both David Pyrah (BWB) and Steve Bladon (Kirklees) for ensuring the success of our lobby. I would also like to thank members of both Houses for attending and particularly Barry Sheerman and his secretary for making the visit possible.

1988 ANNUAL GENERAL MEETING

I hereby give advance notice that the date fixed for the next Annual General Meeting is Sunday 24th April 1988. A formal Notice with time, venue (eastside) and Agenda will appear in the next issue of Pennine Link.

You will notice that the Council have decided to change the day from previous years. It was thought that perhaps Sunday Lunch would be an appropriate alternative so that members could bring their children along and the occasion could be less formal and more social and I hope the membership welcome the idea.

J.M. Fryer
Company Secretary.

RISE IN ADVERTISING RATES

It is several years since the advertising rates were increased so it is now unavoidable that as from January 1988 the new rates will be as follows:

quarter page	now	£3	per issue
		£15	per year
half page	now	£5.50	per issue
		27.50	per year
full page	now	£10	per issue
		£50	per year



Photo: Tameside Canals Ltd.

A recently constructed Angling site for disabled people at Portland Basin, Ashton-under-Lyne.

Ramps were provided at the nearest end to enable access for wheelchairs from the car park to the fishing platform.

Work continues to progress well on a number of fronts. Have you visited your canal recently?

During December water will be re-admitted to the section of canal under Whitelands Road thereby extending navigation onto the Huddersfield Narrow from the Ashton Canal for the first time. It is unclear whether it is possible to get boats up the shallow section of the Ashton...the adventurous types are expected to try!

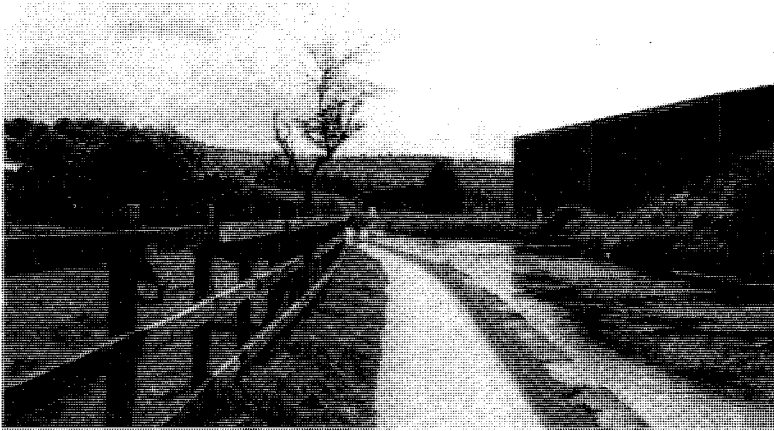
Ashton - Stalybridge

Steve Whitby the man in charge of Tameside Canals Ltd. - our company restoring the canal in Tameside) reported to H.C.S. Council on 2nd December about progress.

Gates on Lock 1W will be fitted during January all being well.

Locks 2W and 3W have gates and the special hydraulic mechanism to open the gates on Lock 2W is due to be installed during December. The bottom gates have no balance beams because of the closeness of the bridge.

Dredging has begun above Lock 1W and should now be complete between Locks 2 and 3.



Marsden - Slaithwaite

This section of canal is now well on the way to completion.

All locks appear complete apart from Lock 24E which awaits restoration of the top site at Upper Mills, Slaithwaite. We are discussing the provision of a short term slipway, and Kirklees are also looking at a more permanent provision with parking areas alongside.

Work is now mainly concentrated below (east of) Slaithwaite up to Lowestwood Lane, Linthwaite. Lock restoration is in progress down to Lock 18E with dredging in progress below.

Towpath renovation.
 Realignment of coping stones along washwall
 Replaced fencing.
 Stalybridge

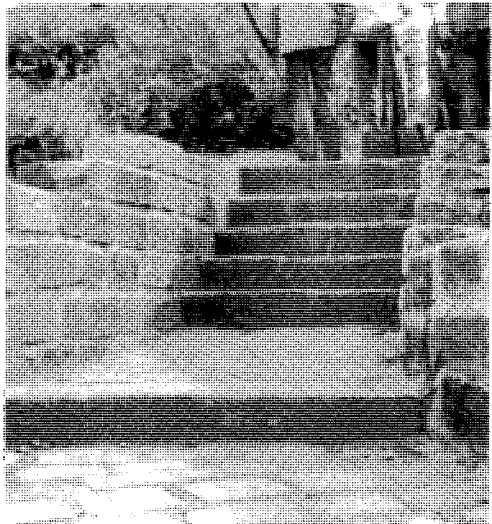
Photo: Tameside Canals Ltd

Railway Bridge - Tunnel End

It is understood British Rail are having problems in replacing the bridge.

A massive crane was on site on 28th November but it is understood that there were problems in getting the new bridge girders on to site.

The canal is (at present) obstructed by scaffolding and the channel is covered by planks (perhaps it will help too much material falling in)!



The installation of steps up from towpath which involved breaking down an adjacent wall.

Photo: Tameside Canals Ltd.

The Oldham 60 Man MSC Scheme Begins

DIGGLE RESTORATION REPORT

Firstly this issue, I would like to apologise to anyone who suffered from the confusion in our working party dates in November. Quite how this occurred I am not sure, but every effort will be made to avoid a recurrence. The problem was made worse by illness on one of the actual dates.

Before this problem arose, we had one of our occasional visits from the Waterway Recovery Group who brought with them a quantity of scaffolding, thus ending one of our shortages. We hope to install this in lock 31W early in the New Year so that we can reset the copings. It will then be transferred to 32W, once that chamber is properly cleared. There is a possibility that we may require a larger crane, and we are on the lookout for a bigger cement mixer to cope with the likely demands of the lock rebuild.

In the meantime we intend to continue our efforts through the winter as follows

2/3 January	16/17 January
6/7 February	20/21 February
5/6 March	19/20 March

There are quite a number of smaller jobs which need to be carried out over the winter before we can tackle 31W and the really major work of rebuilding 32W not least the sorting of the stones which have been rescued from the lock. We would be pleased to see anyone on site, either as helpers or visitors. The locks are sited just off Ward Lane in the village of Diggle. Other enquiries to Trevor Ellis on Huddersfield 534666.

Trevor Ellis.

In Oldham approval has now been granted to start work on the MSC Scheme starting at Greenfield in January 1988. The scheme forms part of the full restoration programme for the Oldham area and is to be financed by the Canal Society and, we hope, ERDF Grant. The complementary work to remove the bridge obstructions at Woolroad, High Street, Chew Valley Road and Welli'hole Road is to be undertaken by contract.

If ERDF funding is made available it should be possible to restore the full canal within Oldham - excluding Standedge Tunnel - by 1993.

During the first 12 months the MSC will concentrate on the Greenfield to Upper-mill section, and a start will be made on locks 18, 19 and 20, repairs to the wash walls, dredging, and improvements to access points. The wildlife value of the canal will be protected where possible and consultations will be undertaken with residents and other interested parties to ensure that the work is carried out sensitively.

It is hoped to establish a main site compound and lock gates workshop at Royal George Mills, Greenfield and thanks are due to the owners Bury, Cooper and Whitehead for their co-operation. Other smaller compounds will be set up as required at various sites adjoining the canal.

The 60 man MSC Scheme will be supervised by Mr J Cragg from the Oldham Community Employment Agency, under the general guidance of Oldham Borough Council and the British Waterways Board. Mr Cragg has spent the last 5 years as manager of the Rochdale Canal MSC Scheme. The restoration work carried out there is a credit to both him and the MSC workers. We hope for similar results on the Huddersfield Narrow Canal.

L and R in their 1986 report came up with what was described as the "Standedge Experience" as a practical use for the historic tunnel - in addition, of course, to through boating.

The "Experience" suggested was a short boat trip into the tunnel, possibly linked with "transhipment" to a train on the adjoining railway tunnel for the return journey.

Such a move would mean the co-operation and active and practical assistance of British Rail, and this will be one of the tasks entrusted to L and R whose experts will also be looking at how the "experience" and through navigation of the tunnel should be managed. Other factors will include costings - and who should pay - plus proposals on phasing the development of any scheme.

Cash, of course, is vital in the restoration programme - and the proposals for the Standedge Tunnel are no exception. So before work by either firm of consultants is authorised the Joint Committee will want to know the result of an application for cash aid. The application submitted by H.C.S. to Brussels, was for a grant of half the expenditure for both studies, currently estimated to amount to be about £300,000. The remaining costs, it is hoped, would be met by the Sports Council, Kirklees, Oldham and Tameside Councils and the British Waterways Board, with H.C.S. also contributing.

The contract to investigate in depth the feasibility of turning Standedge Tunnel into a major leisure facility, with the emphasis on attracting tourists, has gone to L and R Leisure Consultants.

There were four consultancy firms in the running for the contract, and L and R who, of course were the original consultants for a report in 1986 outlining the benefits of restoration of the Narrow won by a short head.

The appointment was made by the Huddersfield Narrow Canal Joint Committee, and L and R will be working in close collaboration with Ove Arup, the internationally known consultants, who have been appointed by British Waterways Board to look into the safety of Standedge Tunnel.

Analysing the structural condition of the tunnel, of course, is a vital step before any meaningful estimate of the cost of any repairs can be made. What is known is that there have been some roof falls and the survey into the state of the tunnel means that it will have to be de-watered.

HCS FISHING FOR COMPLIMENTS

When many an angler seems unsure whether canal restoration is really a good thing it was heartening to read the Huddersfield Examiner, 6th October in the 'Angling' section.

"I was, however, tremendously impressed by the sight of the Shaw Car Wood and Willow Pond lengths of the canal now restored to their former glory. They are now twice the width and three times the depth that they have been at any time in the last 50 years. I would recommend anyone to walk up the canal from Slaithwaite and inspect the lengths with their new towpaths. The rebuilt locks and handsome lock gates are particularly attractive in the bright Autumn sunshine."

As well as the well-established Ashton Canals Festival on 8th, 9th and 10th July 1988 (get it down in your diary) and the now to be annual Kirklees Festival on 10th and 11th September 1988 (ditto for diaries), the Society will be running a 'one-off' event at Stalybridge.

As most of you know, the IWA National Rally in 1988 is at Castlefield, Manchester on the August Bank Holiday weekend. Our intention, on the weekend before, is to direct a fair proportion of the boats (and boaters) attending, up the first three locks of the HNC. The event will be purley a boaters' rally. Following so closely on the Ashton Festival, it will be difficult to mount a full programme of events and in fact with the large numbers of boats likely to attend, It will be an impossibility. Over 800 boats will be at Castlefield, we recon half of them will want to go up the Huddersfield Narrow.

So those of you who have had a look at the Ashton end of the restoration, will be aware of the problems. Tudor Cruising Club are helping us and will act as harbour masters. Some of the lads from Tameside Canals Limited will be 'volunteering' to work the locks. There will, of course, be a bar at the Rally HQ (could anyone imagine me organising anything without getting my priorities right?) and some sort of entertainment on Saturday night. It will be quite hard work over the weekend but enormous fun. So if any of you out there in the big world of HCS who fancies a go at helping to run a rally would contact me (daytime only) on 061 789 4867 or write to me at:

45 Gorton Street
Peel Green
Eccles
Manchester
M30 7LZ

I would be more than pleased or you could contact any Council Member who would pass names on to me.

This is important. If we can show to the councillors and indigenous inhabitants of Tameside what benefits a part restored canal is bringing at present, and the increased benefits a fully restored canal will bring in the future.

Brian Minor
Festivals Officer

SAYING GOODBYE TO FRIENDS
David Jowett and Clifford Bucknall, who have given up as "mine hosts" of the Diggle Hotel, Diggle, will now be able to push the boat out.

But not very far. For although the popular publicans have been presented with a boat by officials of one of the organisations which meet regularly at the pub - the Huddersfield Canal Society - it is not intended to float.

The vessel is just twelve inches long and is a scaled down version of a canal narrow boat. It was presented to David and Clifford by the Society as a token of appreciation for their help, and as a reminder of their days at "The Diggle." HCS chairman, David Sumner, said "We have always been assured of a warm, friendly welcome and David and Clifford have not just been pint pullers. They have also raised cash to help in the work of restoring the Huddersfield Narrow Canal through the area." David and Clifford have been at the Diggle for nearly seven years and have decided to leave the licensing trade. "We have enjoyed every minute of our stay at the Diggle. On the canal front the way in which restoration work has increased in our time has been quite remarkable" said Clifford.

HIRE A TRADITIONAL STYLE NARROW BOAT FROM MIDDLEWICH

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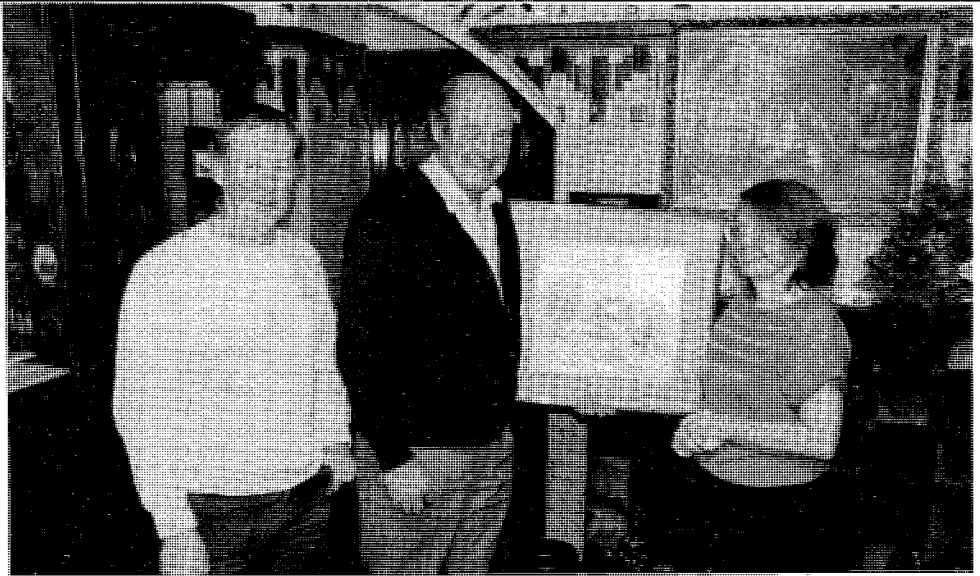


Photo shows Alwyn Ogborn, left, Bill Heyes of the Narrowboat 'Tinkerbell' and the talented artist Sylvia Whittall. Photo: Oldham evening Chron.

The 1987 sponsorship campaign for the Ashton Festival produced a very generous and welcome promise of an original water colour painting from the artist Sylvia Whittall. We were promised either a commissioned painting of a subject around Portland Basin, or a choice from her routine output. The suggestion was that the painting could be given as a prize for some event or boat competition entry. The market price of the finished and framed picture was around £75. I think we must all agree this was a magnificent gesture from Sylvia.

Discussion among committee members produced a unanimous vote that Mr Bill Heyes of the narrowboat Tinkerbell should receive the prize for going to a great deal of trouble to decorate his boat overall, and a fine sight it was. The sad note about this story is that Sylvia's mother was very ill, and passed away

about the time of the festival, our condolences to the family. I mentioned that sorrowful incident because, as I am sure would happen to all of us, there was a delay in us receiving the picture whilst things got back to near normality at the Whittall household.

When the picture arrived we all fell for it, and devised the most outlandish reasons why it should hang in our respective homes and not be given away at all. However, common sense prevailed, and Bill was presented with his prize at the Buck and Hawthorn on Wednesday 21st October.

Our most sincere thanks go to Sylvia, and if anyone wants one of her paintings or would like to commission a special one, she can be contacted on: 061 336 8649

Alwyn Ogborn
Ashton Festival Sponsorship Officer.

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Well, Here I am again, pestering you to put pen to paper and offer your services to man the Huddersfield Canal Society stall at all (or any) of this years rallies and festivals. It's not hard work. All the pricing is done by me. It's a great way in which you can support your Society especially if like me you're not into physical restoration of the canal, and even if it's for the odd hour or two it certainly will be much appreciated. We're all very friendly and always open to new ideas so if you can spare a little time or have anything to suggest will you either phone me on Mossley (04575) 6581 or write to me at 263, Manchester Road, Mossley, Lancs, OL5 9AN.

I would like to thank those of you who have sent me photos of the Huddersfield Narrow Canal to be considered when choosing photos for postcards. I'm sure there must be many budding David Baileys out there with photos sitting in the albums, Photos that would make an excellent postcard or two.

The photograph shown above shows Limekiln Lock and the viaduct, taken about 1981 - this is the sort of photol am looking for. When sending photos will you please ensure that you put your name and address on the reverse.

FIONA MINOR

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Mossley, Lancs.

OL5 9AN

Cheques payable to: Loxvend Ltd.

PRESS DATE

1st FEBRUARY

Articles for inclusion in the March/April issue of Pennine Link **MUST BE TYPED** and received by the Editor by the above date.

DEEDS OF COVENANT

Those who wish to help the Society by paying your subscription under a Deed of Covenant, please write to the Treasurer (see inside front cover).

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

Not a lot to report from the fleet this month. We have heard rumours of dark gentlemen in vicuna overcoats and Greek accents making noises indicative of take-over bids but I can assure all members that, up to now, these rumours are without reliable foundation! It has been said that the only really affluent people seen near the Canal recently have been a scrap-iron merchant and the VAT Inspector!

With any luck, by the time this appears in print, Benjie will have been moved to Marsden. As with so much of the history of the HNC, our intentions have been thwarted by the machinations of the Railways! The only feasible place to put a 70' boat in the water is opposite the Railway Hotel or even lower down the cut towards Slaithwaite. Unfortunately, British Rail have chosen this time to tear apart the railway bridge over the Canal at Tunnel End. Until this obstruction is removed, we cannot move Benjie to the safe moorings at the BWB yard. I have my fingers crossed that the bridgeworks are completed before the canal freezes over.

Now this is where you - the great amorphous mass of members who only pay your subs and read Pennine Link - come in. For the beginning of the season, at least, the intention is that Benjie will be operated by a volunteer crew. Hopefully if enough volunteers come forward, this will mean a different crew every weekend or even every day the boat is operating. We will need a three-person crew so anyone who can spend a day or a weekend on the boat, please let me know. Instructions will be given to novices! Write to me at:

45 Gorton Street
Peel Green
Eccles
Manchester
M30 7LZ

or ring (daytime only):
061 789 4867

or contact any Council Member who will pass names on to me.

Brian Minor
Convenor - Boats Committee

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Cheshire Ring 100
Event Secretary (HCS)
70 Belle Vue Road
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Suffolk IP4 2RD

Councillors from three North Yorkshire Councils paid a brief visit to Tunnel End and saw some of the restoration work being carried out on the Narrow Canal.

It was not just a pleasant day out for members of the Ripon, Harrogate and North Yorkshire County Councils, who in addition to their Tunnel End trip also paid a visit to Wigan Pier which, thanks to an imaginative restoration scheme is no longer a music hall joke, but pleasant tourist attraction which is growing in popularity.

The councillors are involved in a long running row over whether money should be found to restore the last half mile of the Ripon Canal through to the terminal basin in the heart of the city.

The principal argument is over whether to build a high level bridge, estimated to cost £525 000, across the canal as part of a road relief scheme for the city, or to opt for a cheaper low-level bridge which would effectively stop canal restoration plans.

With the councillors was Richard Willis, secretary of the Ripon Canal Society. He, of course, has no doubts. The high level bridge should be constructed, he said. And it would be good value for money with the cost far outweighed by the extra income generated by a canal running as a navigable channel through to the city centre.

The visit was organised by British Waterways Board's Leisure and Tourism Division with Area Leisure Officer Gerry Turner on hand to explain how co-operation between the local authorities, the Manpower Services Commission, HCS and BWB is speeding along restoration of the Narrow.

PRESS DATE

1st FEBRUARY

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JOIN NOW

Your support is needed now. The more members we have, the more effective is our voice. Help to re open the Huddersfield Narrow with your pen, your spade, your moral support or in any other way you have to offer.

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

I/We wish to join the Huddersfield Canal Society.

Name/s

Address

.....

.....

Postcode Telephone:

Occupation

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

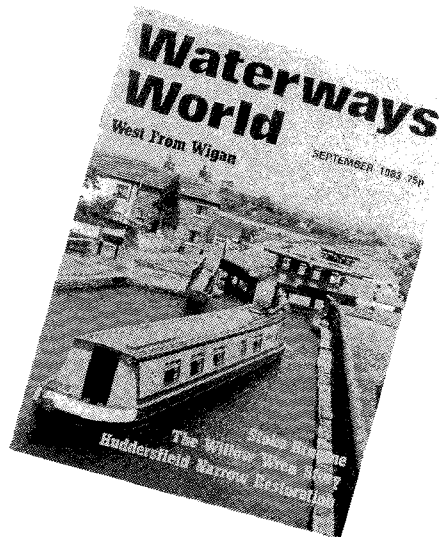
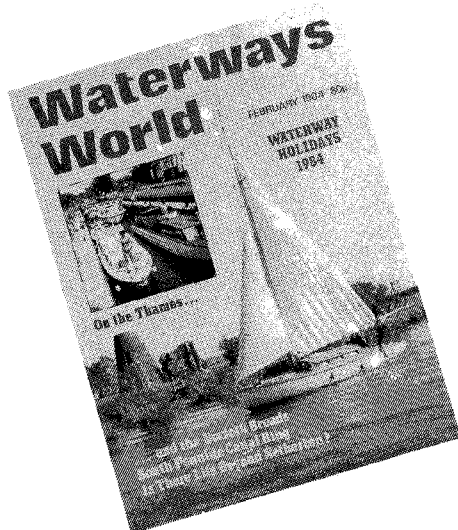
MEMBERSHIP RATES: Family Membership £3.50. Junior (under 18) £1.00.
 Associate £5.00 (voluntary societies). Corporate £10.00 (minimum). Life £50.00.
 If elected I/we agree to abide by the Memorandum and Articles of Association of the company.

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



Until the Huddersfield Narrow's open again let
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"I swam through Standedge Tunnel" labels 35p S.A.E.

Colour your own canal boat man and woman 25p A4 sized envelope (S.A.)
Colour your own canal boat horse 25p A4 sized envelope (S.A.)

PLATES

Tunnel End £4.95 for details
Dungebooth £4.95 write or phone
Turnbridge £4.95 Fiona Minor

BOOKS

New Titles £1.50 40p p&p
A short history of a Narrowboat £1.50 40p p&p
Discovering canals in Britain £1.50 18p p&p
Discovering lost canals £1.50 18p p&p
Lancashire waterways £1.75 40p p&p
Yorkshire waterways £1.75 40p p&p
Wild flowers of the Waterways and Marshes 50p 18p p&p
HCS Towpath Guide £1.50 50p p&p
West Yorkshire Waterways Guide (Spiral bound) £1.95 40p p&p

POSTCARDS

Awaiting new range of cards with 5 different views of the Huddersfield Narrow Canal.

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



WINTER OPENING TIMES

Tuesday 2.00pm - 4.00pm

Wednesday to Friday 11.00am - 1.00pm

Saturday, Sunday and Bank Holidays

2.00pm - 4.00pm

11.00am - 4.30pm

For details of Activities etc.
Tel: Huddersfield 846062

EXHIBITIONS

9th January - 21st February

Dry Stone Walling in the Colne Valley

Colne Valley Natural History staffed
by members of the Milnsbridge
Naturalist Society

27th February - 10th April

Mary Hollingberry - Rug Weaver
All items for sale.

Demonstrations some Sunday
afternoons.

Huddersfield Narrow Canal Restoration.
Recent projects undertaken.

EVENING TALKS

The next evening talk is
21st April

Environmental issues around Marsden
by Tom Lonsdale.

Talks Start at 7.30pm with coffee
available from 7.00pm.

WATCH CLUB

Watch is a national club for young
people aged between 8 and 15
sponsored by the Royal Society for
Nature Conservation and the Sunday
Times. It is the aim of the club to help
young people appreciate and
understand their environment.

16th January, 13th February

12th March, 9th April

Meet at Tunnel End Canal and
Countryside Centre, Marsden at 10.am.

We are pleased to welcome the following new members:

- 1585 Mr & Mrs Michael Wright, [REDACTED]
- 1586 Mr Harry Noyes, [REDACTED]
- 1587 Mr Rex Watson, [REDACTED]
- 1588 Mr Paul Taylor, [REDACTED]
- 1589 Mr Michael Rolfe, [REDACTED]
- 1590 Mr S. Richard Bowker, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
- 1591 Mr & Mrs Bernard Way, [REDACTED]
- 1592 Mr & Mrs Kevin Tarbutt & Family, [REDACTED]

Val Dewey
Membership Secretary.

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

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Tel: Huddersfield 20775

7th January	8.00pm	East Side Meeting at the Railway, Marsden.
13th January	8.00pm	West Side Meeting at the Farrars Arms, Grasscroft.
4th February	8.00pm	East/West Joint Meeting at the Olive Branch, West Slaithwaite. Speaker to be arranged.
3 March	8.00pm	East Side Meeting at the Sair, Linthwaite
9th March	8.00pm	West Side Meeting at the Tollemache Arms, Mossley

IWA LOCAL MEETINGS MANCHESTER BRANCH

January 8th	8.00pm	'Developments on the Huddersfield Canal at Stalybridge.' Project Manager, Tameside Canals Ltd. Worsley Cruising Club, Patricroft, Manchester.
February 5th	8.00pm	'Tunnels and their Repair' by Malcolm Stakes of BWB. North Cheshire Cruising Club, The Wharf, High Lane, Stockport.

IWA LOCAL MEETINGS WEST RIDING BRANCH

26th February	8.00pm	'The maintenance problems facing BWB' by Stuart Sims, Castleford Area Engineer, BWB. The Victoria Family Hotel, Gt George Street, Leeds (behind Town Hall)
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HUDDERSFIELD CANAL SOCIETY AGM

24th April Time and venue to be arranged. Details see next Pennine Link.

HUDDERSFIELD CANAL SOCIETY FESTIVALS 1988.

8th/9th/10th July Ashton Canals Festival
 20/21st August Stalybridge Festival
 10/11th September Kirklees Festival

DIGGING AT DIGGLE

2nd/3rd January 16th/17th January
 6th/7th February 20th/21st February
 5th/6th March 19th/20th March

Ward Lane, Diggle. All enquiries to Trevor Ellis, on Huddersfield 534666.
 Who will happily give more details.