

**HUDDERSFIELD
CANAL
SOCIETY**

PENNINE LINK

No. 83 September • October 1988



FREE TO MEMBERS

50p

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Editorial

Well here it is gentle reader, my first edition of Pennine Link. In case you are confused about what has been going on, let me explain. Our previous editor, Sue Chadwick, has been in charge for over 7 years and thought it was about time to have a change. Sue wrote about this in the editorial of issue No 80. My decision to take over the job was quite a lengthy one, and at the time of writing, I still have reservations about the outcome. By the time you read this, it will be too late for excuses. However, part of my 'terms' were that I did not take over until after the Ashton Canals Festival. Being on the Festival committee and dedicated to its success, I did not want to take on work in uncharted waters that would distract my efforts from that commitment. In the meantime, David Wakefield offered to fill the gap, and the last combined issue 81/82. May/August was his offering.

In case anyone is wondering about my future Ashton Festival activities, I shall stay on that committee as long as the other members will put up with me. It is hard work for all of us, getting more and more demanding as the event draws nearer, but culminating in immense satisfaction as the crowds start arriving and having a thoroughly good time. A most rewarding experience. By the time of the 1989 festival, I should have the Pennine Link work under control??? and in a routine, allowing festival work to continue as before. My thanks to all who have sent good wishes, help, and encouragement, to all contributors, and particularly to Sue who I have been able to ring up at any time for advice and information, and Ann Minor for typing. Now read on..

Alwyn Ogborn

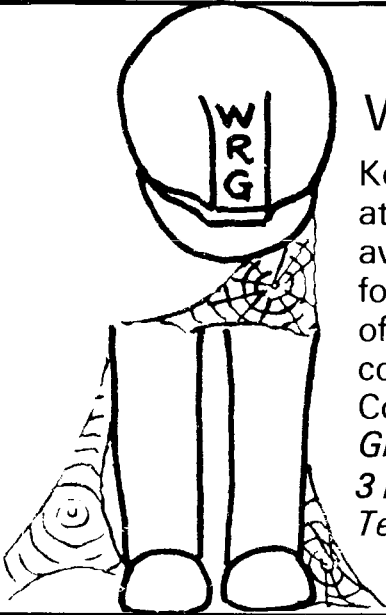
I suppose one cannot expect good news or have good luck without a modicum of disappointment. Some say that good news or fortune does not come by accident. Certainly over the last few years we have worked hard towards the aim of getting all the local authorities, British Waterways Board, MP's and all interested parties to think and act as one body. Hard work brings its own rewards. The Joint Steering Committee has heard reports about the excellent restoration progress being made up and down the valleys. Restoration is underway along the whole length of the canal corridor. We expect the Paving Bill to receive the Royal assent this week. There is slightly more encouraging news from Brussels and from the Department of the Environment/Treasury in London about our European money bids. We have secured the future of Tameside Canals Ltd under the new Employment Training Legislation and we shall shortly have a full time officer to assist the Society, part funded by the Government.

It is in Tameside that we are experiencing our big disappointment. Canals all over the country are being re-opened and the waterside environment opened up for development opportunities. In London people are scrambling for waterside homes. Multi-million pound schemes have been announced in the West Midlands, Leeds and Sheffield centred on our urban waterways. An imaginative retail scheme was proposed in Huddersfield which featured the canal. In Manchester the demand for homes on Salford Quays is exceeding expectations. High-tech offices and business units are proliferating on the waterfront in the old docks. Water is the big attraction. And what do we allow in Tameside? The culverting of the canal to build an ASDA Superstore. It could be worse

five of six years ago the canal would probably have been piped under the store. Some wag suggested to me recently that perhaps the best route for the Huddersfield Canal through Tameside would be underground. Well we shall be turning our back (or is it bottom?) on the canal for some extra two hundred metres and in their wisdom BWB have not insisted on a towpath through the tunnel.

So the many Tame Valley walkers and local people who hither to enjoy a peaceful if not yet scenic walk along the cut will now have to share their route through the Asda site over an extensive car park and service roads with thousands of shoppers ignorant of what lies beneath. And where will the horse which pulls the trip boat 'Maria' go? Through the electronic check out of the new superstore! Of course not. BWB stated that horses have always 'gone over the top' where there are no towpaths. What was the solution when the developers applied for planning permission? Allow the scheme, bury the canal and as a sop to pedestrians request bolts to be fixed in one of the box walls to allow at some future date a towpath to be fitted! We shall see.

The works began late and despite assurance from the Council that the scheme would be finished before the August Bank Holiday we have today July 27th cancelled the rally which was well booked and attracting much interest and support. I must say that once the scheme was underway, the contractors, who are renowned for finishing ahead of schedule, almost managed to give us a 'window' for the rally. Asda were very sympathetic but time ran out and we shall have to celebrate the re-opening of the three locks to Stalybridge at a late date. As I said earlier every silver lining has a



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PRESS DATE

1st October

All articles to the editor, TYPED
Double line spacing

EMPLOYMENT TRAINING

The major method of restoration of the canal has been through Manpower Commission Community Programme schemes. A long (and by the time it appeared, out of date!) article in the last issue of "Pennine Link" described the new Adult Training Programme which, from September, will replace the Community Programme and Youth Opportunity schemes. The Adult Training Programme has now been renamed Employment Training and the Manpower Services Commission has become the Training Commission.

All of the three Community Programme schemes on the canal will continue into the new Employment Training scheme but the approaches of the three sponsors are quite different:

a) KIRKLEES COUNCIL

In the four years of the Kirklees Community Programme scheme, 23 sets of tail gates and 23 head gates have been manufactured, a total of 69 of which 67 are fitted in position on locks on the eastern section of the canal. Eighteen locks (Nos 25E to 42E) are fully completed, 24 locks rebuilt, 25 locks excavated and 6.63 km dredged. 4.7 km of canal have been restored between Slaithwaite and Marsden and, below Slaithwaite, work is complete on locks 1E (in Huddersfield) 14E, 17E, 18E, 19E and 20E (up to date to 22nd June 1988).

The Kirklees scheme is achieving the programmed rate of restoration adopted by the Council in 1985 which should see completion of work on the Training Commission (ex MSC) project to restore to Huddersfield by 1990. Expenditure on the programme so far has been £2.4m, the bulk of which has come from

the MSC but with a significant £517,000 from Kirklees Council, £45,000 from British Waterways Board and £126,500 from the former West Yorkshire County Council.

It is proposed that the scheme will continue into Employment Training with a structure comprising 22 instructors plus trainees. The lockgate workshop at Colne Valley Workshops, Linthwaite, has become Concrete and Timber Products Limited with Kirklees Council officers and members as directors, this company selling lock gates and other items to the three Training Commission schemes on the canal (or to other canal restoration schemes?) and such items as picnic tables, etc., should be self-financing. The Council hope to be able to continue with a programme of restoring six locks, dredging 800 metres of canal and rebuilding 700 metres of washwall a year but there are still problems to resolve.

b) OLDHAM COUNCIL

The Oldham Council scheme is, of course, a new project which began work on locks 18 and 19W (Royal George Locks) in Greenfield a few months ago. It came about following the £1.2m grant given to this Society on the demise of the Greater Manchester Council and the Society are funding materials and plant costs. The Council is intending to proceed into Employment Training and propose to support the current scheme in the future. Details are being considered.

c) TAMESIDE CANALS LIMITED

The scheme in Tameside has always been different in that it has been sponsored by the Huddersfield Canal Society through its subsidiary company,

Tameside Canals Limited, rather than by Tameside Council (although we have worked closely with, and had considerable help from, the Council). Also it has included a large environmental programme in addition to the canal restoration core of the project. As explained in the last issue of "Pennine Link" the choices open under Employment Training for Tameside Canals were:

- i) To act as a Training Manager ourselves;
- ii) To act as a subcontractor to another Training Manager.

Whilst Kirklees and Oldham Councils can operate as Training Managers themselves, it was quickly appreciated that the Society did not have the resources to do this and Tameside Canals would have to be operated on a subcontract basis.

The obvious choice was to continue into Employment Training with Tameside Council as Training Manager, as the Community Programme had successfully operated under the wing of the Council's Agency. However, Tameside have found preparation for Employment Training more difficult than Kirklees or Oldham. Employment Training has produced significant problems for all local authorities and even at the time of writing, it does not have the support of the local authority unions. The consequence of this in Tameside was that the Council were unable to tell associate sponsors such as Tameside Canals the details of what they had to offer in the new programme. Until 14th July Tameside Canals and the Society had received no details from the Council and then officers of the Council were only able to produce an outline of what was proposed. The deadline for bids for Employment Training schemes to be

submitted to the Training Commission had been the beginning of June (and that is a very tight schedule for the new schemes to be in operation at the beginning of September!). The Society, therefore, had no choice but to look elsewhere in the interests of our employees and to be certain of keeping the scheme going. It has been decided that Tameside Canals will act as a subcontractor to J Jarvis and Sons Plc, Employment Training Division.

J Jarvis and Sons Plc of Sale, Cheshire, are a national civil engineering contracting firm with considerable experience of the Community Programme scheme on the Salford Quays Project and with their £2M project to renovate the 27 arch Stockport railway viaduct. Under the subcontract with Jarvis (details of which are now being finalised), Tameside Canals will operate and manage their own programme of work under a Jarvis franchise and the training offered will be part of a larger package made possible by the Jarvis link-up. Jarvis will keep a relatively small proportion of the monies they receive for the scheme from the Training Commission and will provide the main administrative support, training packages, negotiation with Trades Union, safety advice, budgetary advice, etc. They will also provide engineering advice on running the project.

Although the Society's Council of Management regret not being able to continue under the Tameside umbrella, there is no doubt that the arrangements offered by Jarvis are excellent and linking the scheme to a major civil engineering concern has significant benefits.

Although details have yet to be worked out, it is expected that managers Stephen Whitby and John McLoughlin will continue into the new programme with about 14 other employees. It is intended to provide for up to 200

trainees. The 1988/89 programme is as follows:

1. Complete restoration of lock No's 9, 10 and 11W;
2. Dredging works including landscaping of dredging tipping sites etc.
3. Complete restoration of towpath and association landscaping between Locks 1-3W and 9-11W
4. Commencement of restoration of Locks 15, 16 and 17W
5. Possible (depending on finance) commencement of the Staley Wharf scheme at Bayley Street, Stalybridge and/or (depending on finance, completion of detailed design and negotiations with the landowners) commencement of rebuilding the Hartshead infilled section.

6. Work on three major derelict Land Grant-funded environmental schemes in association with Tameside Council at:
 - a) Phase II of the Copley open space scheme;
 - b) South View, Carrbrook, landscaping;
 - c) Landscaping works at Shepleys Street, Audenshaw (near Ashton Canal)

Observant readers will notice that, having been working below Scout Tunnel on Locks 9, 10 and 11, the works are now to be transferred some distance past Mossley to Locks 15, 16 and 17W. The original work programme produced by the Society has envisaged work starting here rather than on Locks 9, 10 and 11 in the 1987/88 programme but difficulties of recruitment made it much more cost effective to reverse the programme. There are advantages of moving to the Tameside boundary

and working 'downstream', however - particularly in sharing plant with the Oldham scheme working directly across the District boundary and in achieving a longer length of navigable canal more quickly. A problem has arisen over Lock 12W and the Waterways Board are hoping to be able to resolve the difficulties caused by tipping alongside the canal here in due course but the scheme could not restore this lock in the coming year. It has been decided, therefore, that rather than leave one lock out of the programme to be dealt with out of sequence later, it was more practicable to revert to the original scheme of things and deal with the locks by the Tollemache and Roaches pubs (the problem of recruitment in this area having now apparently been solved).

The British Waterways (No 2) act 1988

The full text of the so called "Paving Bill" was reproduced in "Pennine Link" for March/April. This has now passed through Parliament and is expected to receive the Royal Assent on 29th July, becoming the British Waterways (No.2) Act 1988.

To recap: The London Midland and Scottish Railway (Canals) Act of 1944 had closed several canals then in the railway company's ownership including the Huddersfield Narrow. It removed the requirement on the canals' owners from having to keep them open for navigation - which has been a public right conferred by the original Acts of Parliament under which the relevant canals had been built.

The important clause of the Act reads: "3 - (1) Subsection (1) (a) of section 3 (Closing of Canals) of the Act of 1944 shall cease to apply to the relevant canals and the Board may permit their use for navigation."

Keith Gibson

The Society has employed Mike Thompson as its Planning (and all other things!) Consultant since December 1986. Without him we could not have continued to make progress at the present rate and, in particular, we could not have sought grants from the various sources which we are hoping will aid restoration of the canal. It has been evident for some time, however, that he needs an assistant, and that the Society needs a full time employee - basically to do all of those things we mean to do, but never get around to doing because volunteers simply don't have the time.

Although the Society does have full time employees already in its Tameside Canals subsidiary, their role is related to that particular project, and they cannot be used to help the Society generally. Mike Thompson saw that a possible source of finance for such a person lay in the Department of the Environment's Special Grants Programme and submitted an application on the Society's behalf for grant towards 50% of:

- (a) His own fees to the Society
- (b) Expenditure on salary and National Insurance for an Assistant Project Officer (£9.000 p.a.)
- and (c) Expenditure on other associated items - accomodation costs, postage telephone, stationary, car allowance costs, printing, exhibition material etc.

On 19th April Mike received a letter from the Department of the Environment:

"I am pleased to advise you that, subject to Parliamentary approval of estimates, it has been decided to offer the Huddersfield Canal Society a grant of

up to £15.000 in the financial year ending 31st March 1989. The grant offered is slightly less than you were originally seeking. However this has been necessitated as a result of the limited resources available within the programme for new applications and the very strong competition for funding. The grant is offered to assist the Society in its work of canal restoration and is a contribution towards employment of a part-time Consultant and a full-time Assistant Project Officer.

The grant is limited to 50% of the expenditure incurred on the above costs during the financial year 1988/89. It is envisaged that, subject to satisfactory progress and compliance with grant conditions, the grant may be renewable at this level until March 1991."

The Society's Council of Management have agreed a job specification for the Assistant Project Officer and advertisements have appeared in 'The Guardian', 'The Yorkshire Post' and 'The Manchester Evening News'. The main purpose for the job are described as:

"To promote the restoration of the Huddersfield Narrow Canal, to promote the Huddersfield Canal Society, to help administer the restoration of the Huddersfield Canal and help in seeking funds for this purpose, and to improve liaison between (a) all public and private bodies involved in the restoration programme and (b) the Council of Management of the Huddersfield Canal Society and Society members."

Initially whoever is appointed will be based at the Society's Tameside Canals office at 239 Mossley Road, Ashton-Under-Lyne. It is hoped to interview during August, if possible, with someone in post as soon as possible afterwards.

Keith Gibson

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Full marks to Kirklees Council for obtaining grant-aid from the European Community for their restoration programme on the Huddersfield Narrow. This is an incredibly complicated process (the Jeux sans Frontiers of grant-aid?) in which every I has to be carefully dotted, every T equally carefully crossed and the application checked and rechecked by the various levels of bureaucracy involved in the Department of the Environment and, eventually in Brussels. Thankfully Civil Servants and even Eurocrats can be helpful and even enthusiastic.

The Huddersfield travel to work area is a zone eligible for non-quota grant-aid under the European Regional Development Fund (E.R.D.F.) to fund appropriate projects which will offset the economic difficulties caused by textile and clothing industry closures. An application for grant-aid for Phase I of the restoration scheme (Marsden to Slaithwaite) was submitted by the Council in March 1986. This includes a retrospective submission for costs incurred by the Council from 1984, and was expected to be considered in the 1987 round of applications for which the closing date was the end of January 1987.

After preliminary discussions with the Department of the Environment, it was apparent that the costs of the scheme as a whole would not be eligible because costs aiming at promoting tourism are not eligible under the E.R.D.F. Textile Areas non-quota grant scheme applicable to the Kirklees application. However, it was agreed that certain costs were eligible as an environmental improvement and the application proceeded on that basis. In April 1987 the Department of the Environment postponed decisions on the 1987 round of applications, and later requested a

further breakdown of costs. Although a decision had not been made on the current application, in December 1987, the Council were invited to make further submissions up to 1989 (when the E.R.D.F. Textile Area non-quota grant provisions will cease in Kirklees)

Shortly before the Phase II application (Slaithwaite to Longroyd Bridge) was submitted in March 1988, the Department of the Environment asked for certain stretches in the Phase I application to be deleted, as they were considered to be within non-urban or industrial areas.

Phase I (as ammended) and Phase II applications were submitted in March 1988, and approval was finally given on 31st May 1988. The Council have been notified that they will receive capital grant of £25.000 for 1985 and 1986, and up to 140.500 for 1987, 1988 and 1989.

It is very significant that European funding has been obtained for restoration on the canal. Hopefully this will be an important precedent for the other E.R.D.F. applications which are pending - applications submitted under the E.R.D.F. Mersey Basin Initiative by the Society for restoration works in Tameside and Oldham, by Tameside Council under the Textiles Areas scheme for the Staley Wharf project, and by the Society under Article 24 of the E.R.D.F. regulations for the proposed survey of Standedge Tunnel. When I last wrote about these applications for E.R.D.F. grant in the March/April issue of "Pennine Link" I said that rumours abound everywhere as to the likelihood of success, and of cut-backs in funding available. That is still the case, but we are hoping for (successful) decisions for the applications submitted by the Society in, perhaps, October or November for the west side restoration programme and soon for the Tunnel Survey.



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The Huddersfield Narrow Canal
A site of special scientific
interest in Tameside

The Nature Conservancy Council have notified Tameside Council and the British Waterways Board of their intentions to designate all of the canal in Tameside as a Site of Special Scientific Interest (S.S.S.I.) under section 28 of the Wildlife and Countryside Act 1981.

WHAT IS S.S.S.I.?

The wild plants and animals of Britain and the places or habitats in which they live are part of our national heritage. So too are the rocks, minerals and land forms that underlie or make up the surface of the land. To safeguard plants, animals and geological features the most important areas where they occur are designated as S.S.S.I.

The S.S.S.I. system comprises biological and geological sites selected by the Nature Conservancy Council. These include the best examples of particular habitats e.g. woodlands, heathlands or meadows and/or the localities of rare or endangered species or important concentrations of animals or plants.

The Nature Conservancy Council have a statutory duty to notify the designation of a S.S.S.I. to every owner and occupier of land, to notify the Local Planning Authority (in this case Tameside Council), the secretary of State for the Environment and the Water Authority. Notifications to owners and occupiers include a map of the site, a statement explaining why it is of special interest and a list of operations likely to damage the special interest.

WHAT IS THE EFFECT OF
DESIGNATION AS AN S.S.S.I.?

The Nature Conservancy Council provide a list of operations likely to damage the special interest of this section of the canal. Taken literally this appears to rule out any further restoration works in Tameside. However, Huddersfield Canal Society have always recognised the ecological importance of this part of the canal. (see the Huddersfield Canal towpath guide for instance), and we employ ecologist Grant McFarlane to ensure that restoration by Tameside Canals is carried out in a sensitive manner. Restoration of the canal is for all to enjoy - those interested in natural history as well as boaters, anglers, walkers etc.

The Nature Conservancy Council have to give consent for works to be carried out, provided we continue to employ an ecologist and work to the dredging specifications he has agreed it appears that there will be no major problems in restoring the canal to a navigable standard. It is anticipated that the Nature Conservancy Council will let us have a letter of consent for the proposed works of Tameside Canals in the near future, in the meantime work is continuing with their agreement.

The problems of nature conservation v. navigation on other canals are well known, particularly in the cases of the Basingstoke Canal and the Yorkshire Derwent. In the case of the Derwent the argument centres around whether there is a right of navigation. On the Basingstoke Canal the problem relates specifically to a limit on boat movements set by the Nature Conservancy Council. In the case of the Huddersfield Narrow, the Nature

Conservancy Council appear to be very much in favour of restoration, as without restoration the canal would continue to silt up and effectively kill off many of the interesting species. It is only through sensitive restoration possibly including the provision of a wetland site adjacent to the canal where specially sensitive or rare plants can be transplanted, that the site can continue to have its present ecological interest. The Society's main concern is that (as is the case on the Basingstoke Canal) the Nature Conservancy Council want to limit boat movements to no more than 2,000 movements per year. It is important to note, however, that this limit forms no part of the official designation. It is an informal arrangement between officers of the Nature Conservancy Council and the British Waterways Board. If such a limit was applied to a section of canal where a trip boat or restaurant boat is operating that boat would eat into the total number of boat movements very quickly. In discussions with the Nature Conservancy Council it appears that there is some flexibility; they appreciate the trip boat problem and would be willing to allow additional movements for such operations provided that the routes operated are selected to avoid special areas, or, possibly, certain plants are transplanted away from the trip boat route.

The Inland Waterways Association are very concerned about the effect of nature conservation on navigation on canals and rivers, and are actively campaigning that waterways are for all. That is a view shared by this Society. We are concerned about the effects of the designation of part of the canal as an SSSI. It comes as no surprise, however, we are aware of the ecological importance of the canal - sufficiently so to appoint ecologist Grant McFarlane to Tameside Canals to ensure that restoration is carried out for all

including nature conservationists. Discussions between Tameside Canals, the Society and the Nature Conservancy Council have so far been amicable with the need to satisfy all interest, so far as possible, being recognised. These discussions will continue, as restoration proceeds through Tameside and, if the spirit of co-operation shown so far continues, the Society's Council of Management are generally hopeful that the SSSI designation will not significantly impede restoration of the canal. In case you are wondering what is so important about the canal, the Nature Conservancy Council's description is as follows:

Description and Reasons for Notification

"This part of the Huddersfield Narrow Canal runs from its junction with the Peak Forest Canal, 0.75 km NW of Dukinfield, eastward through industrial areas to Stalybridge then northwards through more open countryside to the Tollemache Arms lock, 1.5 km N of Mossley, where the A635 crosses the canal. It is underlain by Carboniferous Westphalian and Namurian Coal Measures, covered by glacial sands, gravels and boulder clays. The canal is divided into four sections of different character and rates of waterflow, by underground culverts or tunnels. The locks have been cascaded."

"The canal is the best example of a flowing eutrophic water system in Greater Manchester, and the second best canal, differing from the Mesotrophic Hollinwood Branch Canal SSSI, in being less acidic and faster flowing and in having a deeper profile which limits the extent of emergent species. The main habitats present are standing and running water, swamp, tall fen and fragmentary marginal vegetation. Unimproved and semi-improved neutral and acidic grassland, scattered shrubs

and areas of bracken occur along the towpath and canal banks."

"The open water communities are particularly diverse and prolific, a feature which may be attributed to the high water quality of the canal."

"There is an exceptional range of pondweeds (*Potamogeton* spp) including notably perfoliate pondweed, grass-wrack pondweed (*P. compressus*), long-stalked pondweed (*P. praelongus*), fennel pondweed (*P. pectinatus*) and hair like pondweed (*P. trichoides*). Canadian waterweed and Nuttall's waterweed (*Elodea nuttallii*), together with spiked water-milfoil (*Myriophyllum spicatum*) and common water-starwort form extensive beds, particularly in the deeper and faster flowing sections. Floating water-plantain (*Luronium natans*), water violet (*Hottonia palustris*), unbranched bur-reed, autumnal water-starwort (*Callitriche hermaphroditica*) and water fern (*Azolla filiculoides*) are locally abundant in some sections."

"The diverse emergent vegetation of the canal includes stands dominated by any of reed sweet-grass, branched bur-reed (*Sparganium crectum*), arrowhead (*Sagittaria sagittifolia*), watercress, bulrush and flowering rush (*Butomus umbellatus*)."

"These species also occur in a variety of combinations and degrees of dominance in different sections of the site, forming mixed fen vegetation on the immediate canal margins in which water forget-me-not, water plantain (*Alisma plantagp-aquatica*), great willow herb, remote sedge (*Carex remota*), soft and jointed rush, common spiked rush (*Eleocharis palustris*), yellow iris and sweet flag (*Acorus calamus*), amongst others, also occur."

"The towpath bank of the canal bears mainly a neutral grassland in which common bent Yorkshire fog and cocksfoot are dominant but acidic grassland dominated by wavy hair grass occurs locally. A range of trees and shrubs have developed on certain sections of the bank."

"The stonework of the canal bank has a distinct community which includes the largest population of the royal fern (*Osmunda regalis* in the scheduling unit."

"Several of the plants present are nationally rare including floating water-plantain, autumnal star-wort, grass-wrack pondweed, long-stalked pondweed and hairlike pondweed in addition, a number are scarce within the scheduling unit notably small pondweed fennel pondweed, water-violet, water-fern, sweet-flag, flowering rush and royal fern."

"The aquatic fauna is also diverse with for example, fourteen species of mollusc having been recorded and there is an exceptionally strong population of the fresh-water sponge (*Spongilla lacustris*)."

Keith Gibson.

First of the Summer Wine - Up the Cut!

Monday 23rd May saw hectic scenes in Marsden as filming began by BBC TV for further 'First of the Summer Wine' programmes. HCS was involved this time, as 'Benji' was to feature as a horse drawn cargo boat, Sue Day and 'Tanner' providing the motive power! BBC were based down by the Church with a fleet of vehicles, but as far as we were concerned the action was all at Warehouse Hill (Lock 39E). Benji had first



to be 'clothed' in proper fashion in heavy green tarpaulins and I think we made a pretty fair job of this. Now when I say 'we' I should say that most of the effort was provided by Ian France and Ronnie Rose, the writer just photographing everything in sight and occasionally carrying something about. Together with the 'clothing' job, the provision of a towing point had to be considered, and those who have read Sue's article will know that it isn't just a matter of hitching the towline onto any old point towards the 'sharp end'. The effect was completed by the old wooden rudder, once on the iron boat "Elland" and loaned by BWB. It should be said that BWB's efforts have not always been recognised by "Pennine Link" and in the press on this occasion they were represented by Fred Carter, always ready to help. Their workshop had fitted the old rudder with a little stubby tiller, and it could fit on 'Benji' using the top pintle only. 'Huddersfield Canal' was allowed to stay on the cabin but 'Society' was masked with tape of the right shade. Unfortunately 'Benji'

was pointing down the cut whereas the director wanted it pointing up! (Well we wouldn't he?) Eventually a method was evolved to keep him happy.

Meanwhile the television people had taken over an end terrace house which they adorned with signs advertising 'Lyons Tea', 'Town Ales' etc., as well as adding features like a lamp post and a clothes line with vintage washing (Ronnie was able to help out here with a clothes prop.) In fact they had earlier fitted the house with a 1939 style front door! These matters were in the hands of a young lady called Hilary, who, if they hadn't got an item, could be relied on to find it somehow. While this was going on, Sue was walking Tanner about to get him familiar with our odd looking boat, and those who know Sue will know that the horse's safety and happiness always comes first. The towline was coupled to the boat by a knot which-it was said-could easily be slipped out of a loop if any accident befell Tanner. Dinner time was marked by a procession down the village where a fine choice of food was available

to anyone involved, enlivened by various actors parading about - I would have said the outfits predated 1939 by a few years but BBC will surely know best. The afternoon saw us back on the job at Warehouse Hill, and filming was running very late without 'Benji' getting a look in - cloud and rain took over, and that was it for Monday.

Later in the week Ian and Ronnie co-operated with the BBC by taking 'Benji' down the lock to a turning basin so the boat would now be heading West - unhappily this resulted in some damage to our rudder but enough was left to hang off the tiller and may look O.K. provided the camera doesn't linger on it. Friday turned out sunny and ideal for our dramatic scene. This involved Sue leading tanner up towards lock 40E, towing 'Benji' which was about level with the old canal houses - the home of Mikron's Mike and Sarah Lucas. The youthful Cleggy and Compo, played by David Fenwick and Paul Wyett respectively, were to pass the boat and call a casual "How do, Mister" to Ian France, who looked every inch a boatman of the old school. I forgot to say that a dummy chimney was taped onto the cabin roof, and a chap on the far bank with a skilfully positioned smoke canister gave the effect of the cabin stove being stoked! Sounds simple but perfection was called for and anxious glances were cast at clouds, aircraft etc. and even the clicking of camera shutters were frowned on. But after a few goes they got it right and attention was now given to a scene where young Foggy (Richard Lumsden) says goodbye to his mum before joining Compo and Glegg an episode which took exactly one minute but was treated as though it was the death of Julius Caesar. Having got this over the Director got the bright idea that a further scene should involve 'Benji', this time at a distance and being

meant - I think - as an introduction or finish to the programme.

The only snag was, 'Benji' was now un-clothed - the heavy green tarpaulins had gone! Never mind, our own blue sheets would have to serve.

"Huddersfield Canal Society" now appeared to the world and so did a fair expanse of glazing. But why worry - 'Benji' headed up the cut and was now about to be the first horse drawn boat to make for Tunnel End for many years, but that is another story. Look out for the series in August, but don't blink or you might miss 'Benji'!

Geoff Brown



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(24 hours)

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Tanner becomes the first Boathorse on the East side

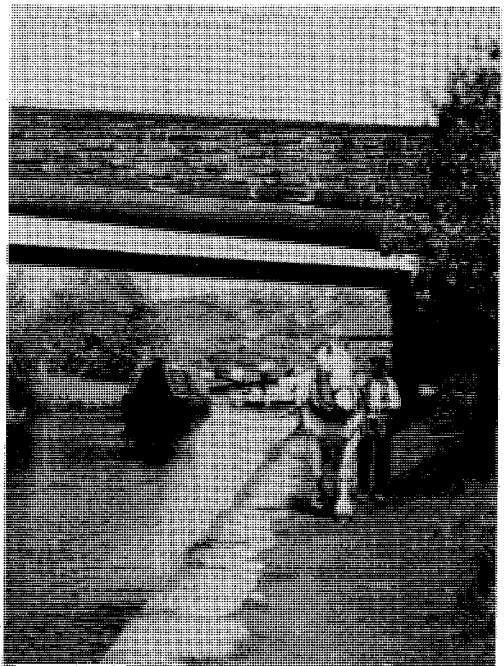
Back in 1984, I declined the offer for Tanner to become the first boathorse on the West side, pulling "Benjamin Outram" for the civic cruise at the Uppermill Festival. At that time, Tanner had no experience of pulling boats and I wanted no 'hiccups' at an important event. Instead the honour went to Sonny, the boathorse of the Ashton Packet Boat Co., who I advised was more suitable. I wrote an article about the cruise in 'Pennine Link' No 58.

At last the phone call came that I've been waiting for since 11 years ago when I bought my first workhorse! It was the B.B.C. wanting me for film work. We've appeared several times on news documentaries but this was my first offer for a contract. Actually I like to hide behind my horses and let them take the limelight! Could I supply a boathorse to pull "Benjamin Outram" at Marsden for an episode of "The First of the Summer Wine" series?

I was keen enough but explained the problems involved, of a horse pulling a motorboat. The horse provides motive power only, and steerage has to be created in the absence of a rubber on "Benjamin Outram". This was done at the Uppermill Festival by a person having a pole to keep the boat from pulling in towards the towpath, and a line to the boat to prevent it crossing the canal on corners and hitting the opposite bank. But if no 'extras' were wanted on the scene, this method could not be used. Would they not be better to film a boathorse elsewhere - Sonny on the Ashton or Tanner on the Rochdale? No, it had not to be at Marsden.

So on Monday, May 23rd 1988, Tanner and I arrived at Lock 39E, accompanied by the proprietors of the Chester

Packet Horse & Boat Co. who happened to be visiting me that day. The BBC had some of the most experienced horse boating people available in the country at their disposal! Ric and Di helped advise me on how to attach the towline to the boat, as we were anxious to have a quick release system should Tanner fall in. We horseboaters must always bear this in mind. I tested the pound (behind Mikron's house, Warehouse Hill, Marsden) and decided where to get Tanner out should he fall in. Introduced him to the boat, now sheeted to disguise its present role as a tripboat. We were after all back in the 1930's. We were all ready for action-Tanner was harnessed and familiar with the surroundings; Ian France and I had visited 'make-up' and were suitably attired in boatmans' outfits. The film crew never got to us however and it began to pour down.. the filming was postponed.



Tanner leaving Lock 42E - Marsden Station Road. Photo: Geoff Brown

Once again Tanner and I set out for Marsden, on Friday May 27th. Beautiful sunshine welcomed us, and the film crew were ready for us. "Benjamin Outram" was pulled into Lock 39E, Ian France took up position at the mock rudder, and off we went. Tanner had to start off in a very narrow section with canal on one side, camera tracks and film crew on the other. Cries of 'Cut' were frequent. I think Tanner pulled "Benji" out of the lock 8 or 9 times. Either a cloud or an aeroplane passed overhead, or the boat's chimney smoke became flames etc. I'm glad to say Tanner behaved impeccably and caused no hold-ups. Eventually the film crew were satisfied and we await an autumn screening. How it will turn out, I just don't know. The boat was kept in the centre of the canal, initially having come out of the lock chamber, but with no rudder the boat came to the bank midway along the pound. We were told it will only be a background shot, but we felt like stars while we had our big moment of filming!

The reputation of excellent BBC lunches can be confirmed! I had duck a l'orange on Monday, and lamb on Friday. Tanner preferred the grass on the railway sidings. Whilst the film-crew were gathered over a lunch I mentioned we were going to make the historic journey to Tunnel End after our meal. When we assembled to set off, the film crew and 'Colne Valley Chronicle' were there to record the event.

Now THIS was the highlight of the day. Beautiful weather; we were all dressed up and we did have somewhere to go! Tanner worked well and we made progress up to lock 42E on Station Road. The towpath climbs steeply beside the lock, and Tanner touched his ears on the low bridgehole. A bigger horse might have difficulties therefore. It was fascinating to see the towline

finding the grooves worn half a century ago, not on the side of the bridge but on its arch. A proud moment for me to re-enact a scene or bygone days. The journey up to Tunnel End was very idyllic, Tanner pulling well, the boat following without much problem of steering on the straight section. My only moment of alarm was as we went under the railway bridge - a train came overhead at that moment. Tanner stood and trembled then resumed his journey. He is accustomed to trains passing by overhead as he has often grazed in the B.W.B. field under the Brownhills Viaduct in Uppermill. Nonetheless this train seemed very close, right on top of us! I was well pleased with our rival at Tunnel End - by months of training and working Tanner on the Rochdale Canal had all paid off to make this memorable journey possible. My thanks go to the crew - Ian France and Ronnie Rose - and Geoff Brown who photographed us. Their thanks go to Tanner who saved an arduous task of bowhauling. Well done, Tanner!

Sue Day 04575 4863

photo's courtesy of Geoff Brown
(0484 549001)





BENJIE

Benji in Lock 33E

Photo: Bob Dewey

Well, the Pride of the Fleet is now beginning to look like it. The windows are in. This took several weeks; first of all none of the regular working party had a clue how to fit bus windows and we spent all one Sunday squirting Fairy Liquid into strips of rubber channel that were possessed of malignant evil spirits and the net result was no windows fitted. So we called in the experts. I contacted Tameside Transport Museum and the next Sunday Bob Loukes arrived to show us how to do it. The problem he found was the simple one - a bus stands still while you are working on it, a boat floats away from you when you push! Something to do with Newton's third law of motion. At lunchtime we still hadn't got any windows in so Bob and I repaired to the Sair Inn to have a think. Sure enough, two pints of Linfit Special each worked wonders! A tube of super

glue and two windows were fitted with some ease in the afternoon.

Alwyn is working his usual wondrous magic on the electrics, Bob Maycock and Stuart Tewson are finding hidden talents of artistry in relettering, Ian France and Ron seem to be there all the time, puttying, painting, carrying gunge out of the bilge (and chatting up all the ladies who do teas at Tunnel End) AND, wonder of wonders, thanks to our good friends of Oldham Chronicle reprinting my appeal for help in the last issue of Pennine Link, out of the blue (literally) came Jeff, ex navy, worked on marine engines for years. He vanished into the bowels of the engine room and various sounds which could be roughly translated as 'Kerist', 'Rubbish' and 'Wot a load of ...' issued forth. Then came requests for a larger hammer, screwdrivers, three-eighth inch spanner and I spent the afternoon like a very



scruffy operating theatre nurse thrusting implements into an uplifted disembodied hand. Finally, he said 'Right, now let's try it' and that engine ran sweeter than I have ever heard it! 'Still not right!' said Jeff. 'I'll come back and fix it when I've got my tools with me'.

I must give grateful thanks to David Milson and Ian Copeland of the Technical College who stripped the steering gear down, welded all the cracks and put it together in a proper manner.

Incidentally, for those of you with time to spare - watch the new series of 'The First of the Summer Wine'. Benjie appears, in disguised as a horse-drawn working boat. More about this in another part of the magazine but I must mention that Ian France was made to have the 1930's haircut before he could appear with the boat. (To those of you who don't know Ian - can I say he should get his haircuts half-price!)

STAN

It's nice to see someone putting his money where his mouth is but, after the blast from Craig Watson in the last edition of Pennine Link, it was nice to see him down for a couple of Sundays slapping the bitumen on Stan. Such enthusiasm from one of the youngest members of the Society augurs well for our future.

Stan does need extensive structural work. We now need a joiner to repair the cabin and also refurbish the bar on Benjie. Volunteers, please, to Tunnel End next Sunday.

Brian Minor.

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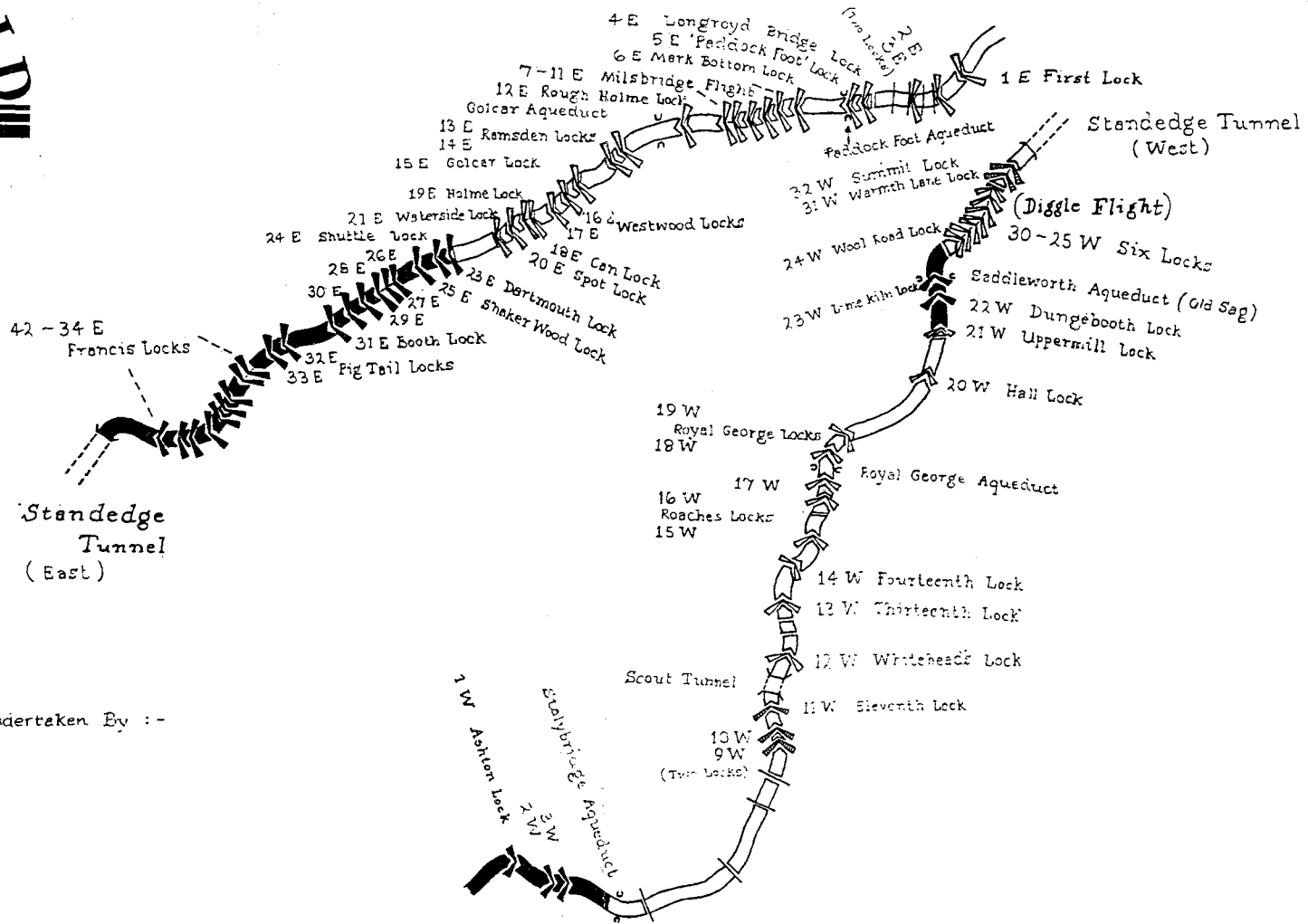
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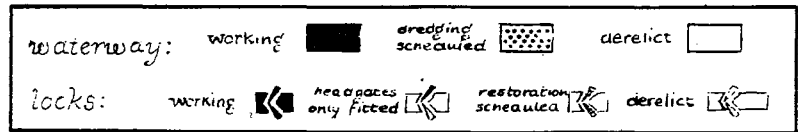
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DIGGLE RESTORATION REPORT

There seems to have been rather more progress than usual since the last report probably because the last news published was intended originally for issue 81 (the "Missing Link"?)

We finally saw the end of our concrete-breaking activities at lock 32W in May when the London branch of the Waterway Recovery Group paid us a visit. We also managed to clear an area of the lock floor around the bottom cill, which proved to be concrete in good condition, promising rapid clearance of the remaining spoil. Unfortunately we also discovered the remains of the top gate lying across the chamber where the bottom gate would normally hang. A lock gate weighs dry rather more than the 15 cwt. capacity of our crane, so this very wet mass of timber with the additional suction of the mud poses quite a problem.

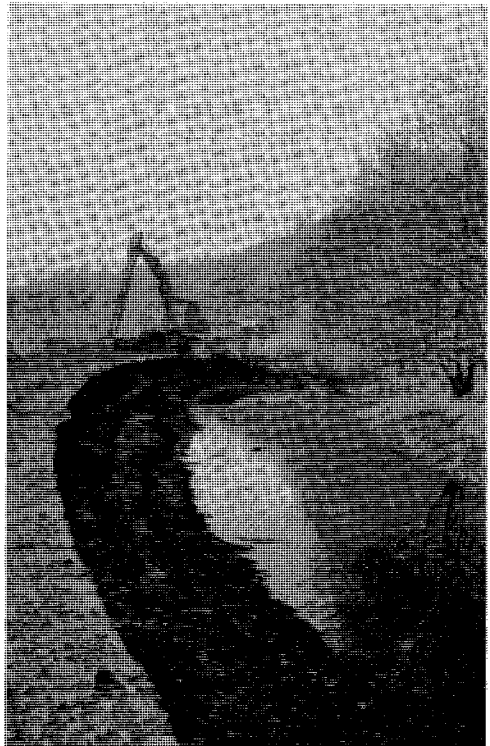
WRG brought with them from London a £500 donation to the work at Diggle, which we can add to a similar grant from the Mersey Basin Campaign (I think the news of this must have vanished with issue 82's contribution.) The WRG money will be particularly useful as we had long ago decided that concreting behind the walls of lock 32W using our borrowed 'Bell' mixer could take so long that the re-opening of the whole canal might have to be put back. We are now looking for a large diesel mixer-if anyone knows of one, please let me know.

We now have various timber components for lock 31W on site, courtesy of the newly-formed company, 'Concrete & Timber ServicesLtd.', which has been formed from the restoration project at Colne Valley Workshops. These include a top gate, paddles and a lock-tail bridge, but anyone needing concrete or timber

items can enquire (Tel: Huddersfield 846587). Our priority now must be to get some scaffolding into this lock in order to tackle the copings. Once this is done and the gate fitted, control of the water in lock 32W will be much easier. We could still use more volunteers on site, however unskilled. Future dates are as follows, but check before turning up on Saturdays as numbers are a major problem then. Information from Trevor Ellis on Huddersfield (0484) 534666 or turn up on site (off Ward Lane, Diggle) after 10.00 am Sundays:

3/4 September	17/18 September
1/2 October	15/16 October
29/30 October	12/13 November

Trevor Ellis.



Dredging above Lock 17E

Photo: Bob Dewey

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**PRESS DATE
1st October**

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

THE ASHTON FESTIVAL

By
Harry David Murgatroyd

The boats were teed up
reet down the Canal
I know, I walked past 'um
Well, me and me pal

There were roses and castles
There were diamond and club
All painted on t'boats
Thi all looked reet good

The boaters as brought 'um
All looked reet proud
As thi polished and clend 'um
As us people walked round

Stall holders were sellin'
Toffee and snacks
Water cans, plates, an'
Even wood plaques

Folk singin' rung out
On t'very first neet
As we all cum together
To sing in the leet

The booze it were flowin'
Faster than t'Canal
All t'boaters tanked up
As did me and me pal

A good time was 'ad
On this weekend o' rain
But every one said
It were all worth the pain

We'll all be back next year
Prayin' for t'sun
But if we don't get it
The show'll still goo on

Dear David Wakefield

Very impressed by your new look
Pennine Link. The photograph on page

2 shows something that has puzzled me
for a long time and, as far as I know,
is a unique feature of the Huddersfield
Narrow.

What is the purpose of the roller set
into the towpath edging? I have seen
those rollers along the pound above
Lock 1W, on the Tame aqueduct above
Lock 3W, also in the outskirts of
Huddersfield near the B6111 crossing.
In the latter location, there are nearby
similar rollers set into a bridge parapet
which I assume carried the towing lines
of horse boats and protected the bridge
from wear. I can imagine no similar
application for the other rollers set as
they are at right angles to the waterway
and at a low level. Hope that one of
your readers will be able to enlighten
me.

Keep up the good work!

Your sincerely
Paul Forshaw

The Coach House
Sandy Lane
Brindle
Chorley
Lancs
PR6 8NJ

PS Please try and remember to put
captions an all photos in Pennine Link
for those of us who are not locals.
A small map showing the positions of
the principal features of the canal
(perhaps on the inside front cover)
would be very much appreciated.

*All canals have facilities for "Planking Off"
and draining each section for repair and
maintenance. Some of these drains are like
giant bath plugs in the canal bed, and the
rollers that puzzle you are for lifting these
plugs or let off trunks. A chain is passed
round the roller from the Let Off Trunk, and a
bar in the holes in the end of the roller is
used to wind it up.*

Ed.

This is your page, let us have your views complaints or praise. All letters [must be typed] to the Editor at the address shown inside the front cover.

REPRINTED FROM THE
ADVERTISER 28th JULY 1988

SIR - We would be most grateful if you could print the following letter of appreciation.

We live on Stanley Hall Estate where Tameside Canals Limited have had a gang of men working along the canal and surrounding area.

What a fantastic job they have done! Among all the work they have carried out has been the construction of a 'yellow brick road' the planting of trees and shrubbery, the construction of much fencework etc.

The work has been carried out most diligently by the gang, who should be most proud of their efforts.

We certainly appreciate their work and would like to thank all involved with Tameside Canals Limited for making such vast improvements.

**Carol and Peter Holland
Staley Hall Estate
Stalybridge.**

Dear Sir/Madam

I feel I must write in reply to S. Bradbury's letter in the last issue of Pennine Link.

I object most strongly to the suggestion that 'Pennine Link' be issued quarterly. The members are entitled to know what is going on NOW; not what happened six months ago.

I would like to see Pennine Link issued monthly or even weekly; but I realise that this is unrealistic. The present arrangement seems to be a reasonable compromise between costs/work and keeping up to date.

Of course S. Bradbury is an accountant!

Yours faithfully

To the Editor PENNINE LINK.

At yesterday's AGM I was surprised by the tone of certain remarks regarding OAP membership of HCS.

Up to about three years ago the HCS was never out of local news by reason of the immense publicity it received. Since then it has become almost non-existent and monthly meetings have been halved and inadequately advertised.

The situation that arose at Slaithwaite in early 1987 was a direct product of this inertia. At the first public meeting the atmosphere was akin to a mob gathering and speakers, mainly very elderly and in a ratio of about 35 to 1 opposed canal restoration. At a latter meeting a better balance was struck, yet today a small but vocal band still firmly opposed to restoration. Adversity can be changed to success if the strategy is right. Could consideration be given to identifying all those known as opposed to restoration - and invite them to make an inaugural cruise upon Benjamin Outram on it's first journey from Slaithwaite to Marsden.

OAP's are a sizeable and influential sector of the community and while some are comfortable, many others are not, and a reduced rate of subscription

for them is desirable. OAP's are knowledgeable, live mainly on the route of the canal and often recall it as it used to be, they could become our greatest ambassadors. They enjoy the feeling of 'belonging' to an organisation I hope the HCS will be quick to take advantage of this situation, to mutual advantage.

Neil Fraser.

KIRKLEES METROPOLITAN COUCIL

DIRECTORATE OF TECHNICAL SERVICES

KIRKLEES CANALS' FESTIVAL 1988- ARTICLE FOR PENNINE LINK.

Recipe for Canals' Festival Stew

Ingredients

1 Large area of tarmac (preferably obtained from Huddersfield Polytechnic)

20 Market Stalls

1 Large Tent

1 Canal

1 Fun Monkey (with generator)

2 Brass Bands

Miniature Railway

2 Groups of Morris Dancers

1 Steel and 1 Gamelan Orchestra

VIP's - as many as possible

Beer and Sandwiches (large quantity)

Boats

Crafts People (various)

Exhibitions (numerous)

1 Polytechnic Bar

Mikron Theatre Company

METHOD

One day before required, place market stalls on large area of tarmac and add boats to canal. Partake of some of the beer. Next day (amidst great chaos) mix Crafts People with stalls, inflate Fun Monkey, erect tent and position exhibitors in Polytechnic Bar. Direct caravans and other mobile embellishments to appropriate locations and await arrival of Very Important Persons and the GREAT BRITISH PUBLIC, who will, of course, wish to consume this delightful offering.

Next, ensure comfort of VIP's by adding some of the Beer and Sandwiches, in order to convince them what a wonderful time they're having (and just hope they remember which canal it is!).

Mix Tent with Brass Bands etc. to ensure the flavour of the Festival is enhanced to perfection. Partake (if time allows) of more of the Beer. Have a ride of the Miniature Railway, Await five o'clock and collapse. Three hours later, add Mikron Theatre Co. to the Polytechnic Bar, together with the rest of the Beer.

NOTE - the ingredients are sufficient for two large helpings to be served on two consecutive days, although unless an endless supply of Beer can be obtained there is a danger that the availability of this commodity may be somewhat restricted on the second day.

Kirklees Canals Festival 1988

Programme of Events

Remember this is a FREE FESTIVAL - there is no admission charge!

SATURDAY

- 12.30 Cragg Vale Gamelan Orchestra (massed xylophones)
- 1.00 Official Opening by Mr Tom Megahy M.E.P. Festival President
- 1.30 Cragg Vale Gamelan Orchestre
- 2.10 Shepley Brass Band
- 2.50 Marsden Pride Mixed Morris
- 3.30 Shepley Brass Band
- 4.15 Marsden Pride Mixed Morris
- 5.00 Close
- 8.00 MIKRON THEATRE CO. present 'Flight of Fancy' in the Polytechnic Level 2 Bar. Doors open 7.00. Tickets £1 from Ian France (tel: Hudds 655406) or from HCS stall on the day. Event sponsored by JOSHUA TETLEY AND SONS PLC

ALL DAY

Paul Petulengro (famous palmist)

Miniature Railway, Fun Monkey, Boat Rally, Children's Fairground, Craft Fair, Society Stalls, Exhibitions, Licensed Bar & Refreshments, plus guests appearance of GRINNIGOGS - mediaeval fun for everyone! (Fire eating, stilt walking etc.) and BALLOON RACE, sponsored by the Montana Exchange Restaurant at Aspley Basin (was the Baltimore Diner).

Also the REDLAND AGGREGATES CANOE RACE - a time trial along the Broad Canal from Leeds Road to Wakefield Road Bridge.

Competitors arriving throughout the day - prizes awarded about 4.00pm.

SUNDAY

- 11.45 Cragg Vale Gamelan Orchestra
- 12.25 Presentation of Best Boat/Best Crew Prizes - sponsored by the MONTANA EXCHANGE
- 12.30 North Stars Steel Orchestra
- 1.10 Cragg Vale Gamelan Orchestra
- 1.50 North Stars Steel Orchestra
- 2.30 Lockwood Brass Band
- 3.10 Slaithwaite Guisers
- 3.50 Lockwood Brass Band
- 4.30 Slaithwaite Guisers
- 5.00 Close

As Saturday (except Canoe Race).

<p>CANALS FESTIVAL SPONSORS</p> <p>The Festival Committee would like to extend its sincere thanks to the following individuals and organisations, who have helped make the Festival possible.</p> <p>Huddersfield Polytechnic Governors - use of site and facilities.</p> <p>Montana Exchange - prizes for BEST BOAT/BEST CREW and Balloon race.</p> <p>Bass Yorkshire - Cash donation.</p> <p>Holsets - Festival Car Park.</p> <p>Ken Margra Coaches - Cash donation.</p> <p>Redland Aggregates - Prizes and trophy for Canoe Race.</p>	<p>Selwoods Plant Hire - Transport for Market Stalls.</p> <p>Safety Equipment Centres - Lockwood band.</p> <p>Tetley Free Trade - Subsidy to Mikron Theatre Group Presentation.</p> <p>Tom Megahy MEP - Raffle Prizes</p> <p>Barry Sheerman MP - " "</p> <p>Peak & Pennine - " "</p> <p>Welcome to the Kirklees Canals Festival from our President and Committee. This years festival is organised by the Huddersfield Canal Society with Kirklees Metropolitan</p>
---	---

Council giving enthusiastic backing. This infectious enthusiasm provides a weekend of entertainment for all the family to enjoy and remember.

My personal thanks goes to Jill Pratt for her remarkable sponsorship deals, Anne Crosland and computer for up to date information, Geoff Brown Treasurer with his banking insight, Trevor Ellis legal and staff organiser, Tony Lockwood and Bob Maycock (Boats), Stuart Holland and Graham Barraclough of Leisure Services, and Eric Woulds who knows everything. Also not forgetting my own friends who provided the rest.

Have a memorable weekend.

Ian France
Committee Chairman.

FESTIVAL RAFFLE

With your copy of Pennine Link you will find some raffle tickets. There is one book for each adult member of the Society. Each book contains ten tickets each costing 10p. If everyone sells their allocation of tickets and the rest are sold at the Festival, we shall have raised £2000 for our Society.

If you have difficulty selling the tickets dare we suggest that you buy them yourselves? After all it is only £1.00 per book.

We are sure, however, that some of you will be able to sell many more than 10 tickets and will need some more. If this is the case then please do not hesitate to contact us, on either Huddersfield 658889 or 653997.

Please ensure that all unsold tickets, ticket stubs and money goes to Geoff Brown (Festival Treasurer), at 7 North

Please ensure that all unsold tickets, ticket stubs and money goes to GEOFF BROWN (Festival Treasurer) at:
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Before Friday 9th September.

We are grateful to Peak & Pennine, Outdoor Equipment Specialists, for their sponsorship of this raffle.

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**PRESS DATE
1st OCTOBER**

**All articles to the Editor
TYPED**

**ASHTON CANALS FESTIVAL 1988
RAFFLE PRIZE WINNERS**

PRIZE NO.	Ticket No.	WINNER	PRIZE
1	4019	Dave Halson	Champaign Meal for two
2	7110	Lawton	Theatre Tickets
3	4543	Wendy Latham	Self drive day boat trip
4	4120	Mrs S Gregory	M & S Voucher
5	11230	Linda B.C.C.S.	£5 Voucher
6	9712	H Mitchell	£5 Voucher
7	3196	? Huddersfield	£5 Voucher
8	4559	J. Wheatley	£5 Voucher
9	13500	E. Morton	Bottle of Bacardi
10	6777	B Garner	£5 Voucher
11	6393	M Siadin	100 Cigarettes
12	19932	Andrew Heathcote	Wall Clock
13	18402	C Downing	Travel Clock
14	5138	J. Brooks	Tea Service
15	2944	L. Robinson	Electricity Cook Book

To all who sent tickets back by post
THANKYOU!!!!

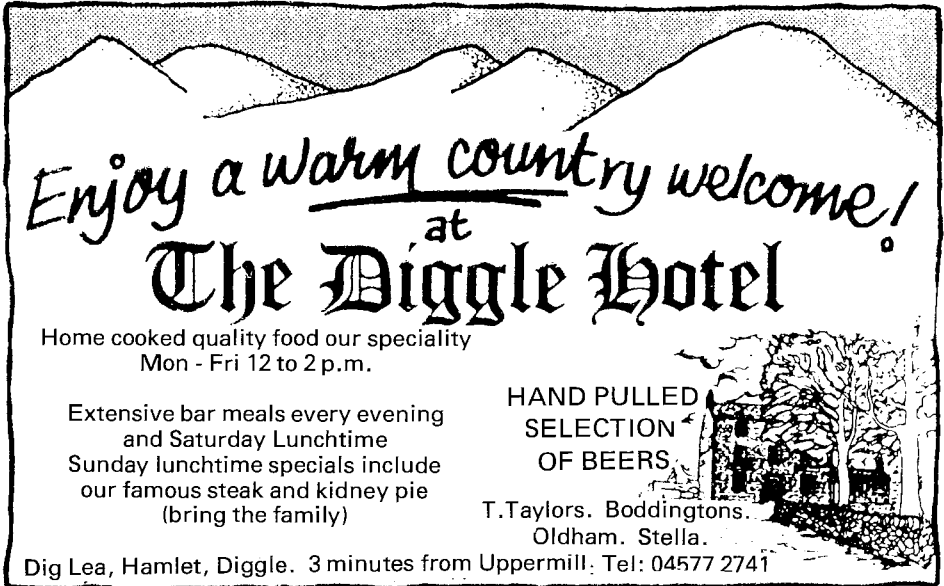
To all those who sold tickets 'out and
about' **WELL DONE!!!!!!**

The raffle is an important source of
revenue for the restoration effort.
Keep up the good work.



Wendy Latham & family collecting their Raffle Prize of a self drive Day Boat Trip





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Tel: Huddersfield 846062



SUMMER OPENING TIMES

Tuesday 2.00pm - 4.00pm
Wednesday to Friday
11.00am - 1.00pm 2.00pm - 4.00pm
Saturday, Sunday and
Bank Holidays 11.00am - 4.30pm

TRIP BOATS

Harold Neild, who ran Benjie at Upper-mill for several years, has now started operating his new boat 'Pennine Moonraker' on the same stretch of water. He has already won an award from the Tourist Board for his efforts. Harold and Lillian will be pleased to see any of you at trip times - the boat is licensed so there is somewhere to go in that dreadful dry time on Sunday afternoons between 2.00 and 7.00pm! They will be delighted to quote you for a wedding or party booking and your 'do' will be on OUR canal. Ring Harold on 04577 3085 for details.

Old friend of the Ashton Canals Festival Roger Sharp, has given up his tenancy of Judith Mary. Shock, Horror, Committee all aghast. But relief is at hand. He is building his new dream boat shortly to commence operations on the Upper Peak Forest and hopefully we will see him at next year's ACF.

I have a soft spot for Judith Mary, after all, in four years of operations only one passenger ever fell in while on a trip. A incredible record, you agree? And who was it that spoilt that 100% record? All right, I cannot tell a lie, it was me! I, therefore, wish the new lessees, Wendy and Peter Turner (whom I have not yet had the pleasure of meeting) all the best in their new venture and perhaps we shall see Judith Mary at Ashton next year with her new crew.

Brian Minor
Boats Officer.

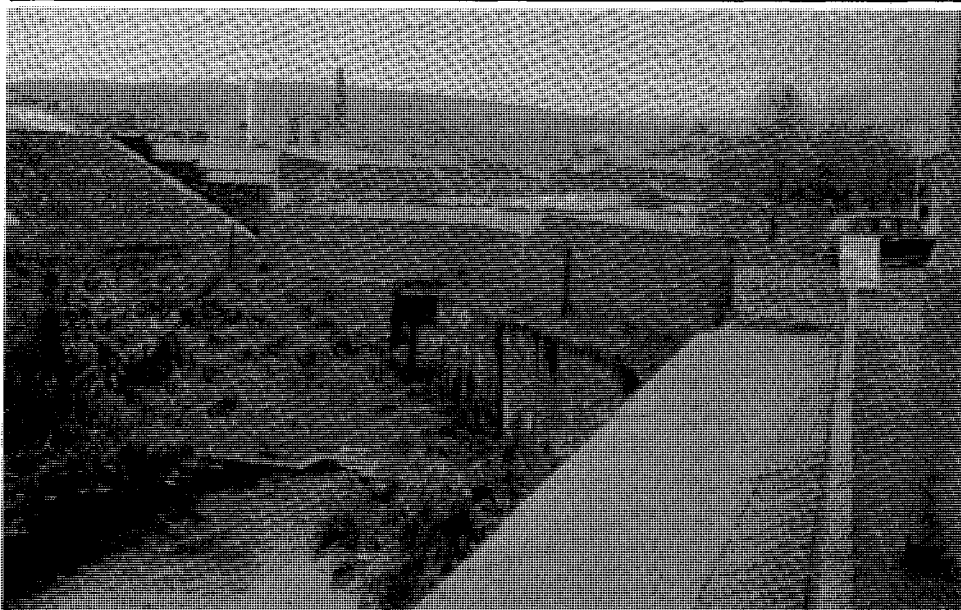
THE STALYBRIDGE
THREE-LOCKS RALLY

The Huddersfield Canal Society regrets to inform all boaters that the Rally to celebrate the opening of the first three locks from Ashton on the Huddersfield Narrow Canal has been postponed.

This is due to the erection of a new superstore for the ASDA group across the Ashton Canal arm leading to Lock 1 from Portland Basin. We understand that the works would commence in February and that navigation would be obstructed for thirteen weeks. Due to objections raised over the absence of a towing path through the tunnel, the start was delayed for a month and then a sixteen - week timing was put on the job. We realise that this was going to be a close-run thing but it appears that the contractors were well ahead of schedule in the first few weeks. However, lack of co-operation from their site management meant that the Canal Society had no definite information to go on. Eventually, prodding ASDA revealed that the job will probably run into September thus effectively squashing all our chances.

We feel that various official bodies must have known for some time that the date was impossible but the importance of the event coinciding with the National Rally was lost to the commercial wishes of the developers. Once again, the wishes of canal users come last.

Brian Minor
Festivals Officer



Bailey Street Bridge - Stalybridge

Photo: Bob Dewey



Lock 11W - Near Scout Tunnel

Photo: Bob Dewey

ASHTON CANALS FESTIVAL

Well, I was almost right - we didn't get good weather but we did have the best weekend in July.

Attendances at the two entertainment nights were well up on previous years in spite of the rain, showing the strength of the argument for 'name' groups. The Oldham Tinkers on Friday and Smokey City Jazz Band on Saturday certainly pulled in the customers. I notice, incidentally, that the Smokey City Jazz Band plus Julie are appearing in Lyme Park in August - in a marquee with licensed bar, tickets £5.00! Who says we don't give good value at Ashton Canals Festival?

Mrs Castle did us proud with a rousing speech in her last year as president.

The opening was attended by two Mayors, two Deputy Mayors, two MEPs, two MPs and two officials from BWB. Sounds like Judith Mary should have been rechristened 'The Ark'.

The main report on the Festival is by young Janet who has been an enthusiastic help in previous years. She has just left school and started work at the Manchester Evening News. When she wins a Pulitzer Prize, we can say one of her first epistles was here in Pennine Link!

Brian Minor
Festivals Officer.

RALLY WITHOUT BOATS

This could have been the headline for the Ashton Canals Festival, when Dennis the Boats and moorings officer reported that there were only eleven boats booked in. With official badge pinned to his rally T-shirt out he went to look for more, and more he found. At the height of the rally there were fifty three boats including two with crews from Holland and Sweden who proudly bore their rally plaques away.

The prize for the boat that had cruised the furthest to the rally from it's home base went to Laura-May, the owners Lyn and Malcolm Frazer-Smith being former committee members who have since moved to Milton Keynes. The prize was a matching pair of miniature water colour paintings donated by Sylvia Whitall. Sylvia turns out some very attractive work and can be contacted on 061 336 8649

The prize for the 'Best Decorated' boat was a much more difficult task, a wonderful effort being made by all who entered. In the end two prizes were awarded.

1) Leander for a highly original and amusing idea copying traditional design but using beer towels and ring pulls from cans. Prize traditional painted Billy Can.

2) The second prize was awarded to Vulcans apprentice, the effort put into decorating this boat was appreciated by all who saw her. Prize traditionally painted Bailing Scoup.

Saturday evening saw a great turnout for our first Boaters Quiz, livley argument, a lot of head scratching and the odd answer thrown in from the

side-lines led an event enjoyed by all. The winning team were:

Furness Vale 6 ½ points

Wendy Latham

The eve of Friday 8th July, saw me making my annual pilgrimage to the Ashton Canals Festival at Portland Basin. Since time immemorial (well for the last three years at least!) I've made absolutely sure, that come hell or high canal water, I've been present at what can only be described as 'a jolly good weekend', and this year was no exception.

Despite the inclemet weather on Friday night, Portland Basin came alive to the sound of the Oldham Tinkers. The band played, the rain came down, and the beer flowed (though none in my direction I hasten to add!) Those lucky enough to be moored near to the festival site, could be seen stumbling along the towpath in the early hours after sampling the many delights of the beer tent. While others, myself included, had to negotiate crossing the cut in order to reach our 'homes' for the weekend. Which in my case took the form of a caravan 'moored' on the car park.

Saturday dawned with the promise of a glorious day and plenty to do and see. Although some of us who were 'pressed' into gate duties didn't get a chance to do or see much at all. However, I must admit, I did hear a snatch of Adamson's Military Band, and caught a glimpse of the Morris Men on the aqueduct. Both of which, seemed thoroughly enjoyed by the crowds who teemed into the festival on Saturday afternoon.

Saturday evening brought yet more rain and, of course, the delightful sound of the Smokey City Jazz Band. After total abstinence on Friday night, I did decide to have a glass or two of something frothing and foaming from the CAMRA beer tent. And the rest, as they say, is history. Mind you, if you ask Brian Minor what I was up to, I'm sure he will be able to give you a detailed account of my movements.

Arising at the crack of dawn on Sunday (without a hangover I might add). I threw back the curtains to glorious sunshine, which lasted for around ten minutes. Not to be down hearted I donned my jeans and wellies, and set off for another and, alas the final day of the festival.

Once again my time seemed to be divided between 'sentry' duty and manning the HCS stall for Fiona, but I did manage to spend a few pleasant hours wandering aimlessly around the site.

The local boys in blue were out in force living up to the reputation of the 'friendly community policeman', you know the type, drinking tea and patting small children on the head. Seriously, although there's never any real trouble at the festival, it's reassuring to know that the strong arm of the law is there if you need them.

Sunday evening was the time for farewells to friends both old and new. I packed up my sleeping bag and headed back to Eccles. Happy with the knowledge that in twelve months time I'd be back for the 12th Ashton Canals Festival.

See you next year!

Janet Sharples.

SALES REPORT

First of all, may I ask who noticed the deliberate mistake in the last Pennine Link? My name has now been altered so you should all know who I am.

Secondly, may I thank Keith in Sheffield for letting us have his caravan at such a reasonable price and with an awing too. It's going to be much better at rallies now; you will see us long before we see you! I would also like to thank my next door neighbour, Ron, for towing the caravan back from Sheffield for me.

It was nice to see those who got over to Ashton for the Festival and, for those of you who asked, you've probably seen elsewhere in this issue that Stalybridge is off so, to all those who promised help, please come to the National on August Bank Holiday. Thanks to Harry who has already volunteered his services.

Ashton Canals Festival was well attended in spite of the dreadful weather and my thanks to Eve, Debbie and Janet who stuck out the weekend and helped me man the stall. The T shirts and sweatshirts with the new logo sold well. For everyone who has not seen them - come to the National and I guarantee you will like them so much you will go home with a couple!

Anyone coming to the National with an hour or two to spare, please let me know because I am sure I can find something for you to do! Don't forget Kirklees Festival, either - I'd love to see you then. Offer your help now for the next two festivals or, if you are already booked, why not book yourselves in for next year? Ring me on Mossley 6581 or drop me a line and offer to help your Society now.

Fiona Tewson.

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 West Yorkshire Waterways Guide (spiral bound) £1.95 + 40p p&p
 Discovering Canals in Britain £1.95 + 40p p&p
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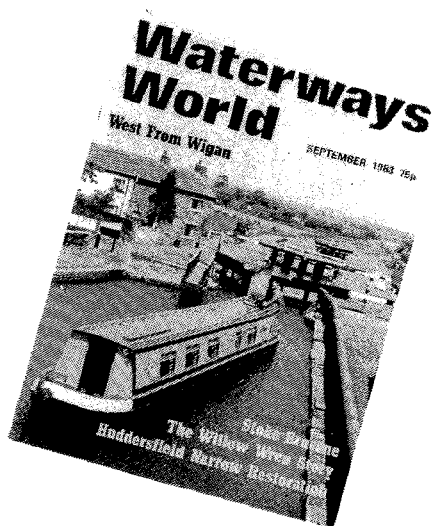
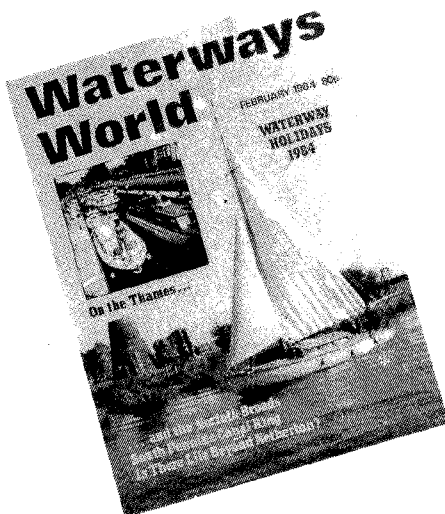
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1st October

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TYPED

PRINTED BY:



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- 1624 Mr R D Bentley, [REDACTED]
- 1625 Mr John Ritchie, [REDACTED]
- 1626 Dr Michael Bembridge, [REDACTED]
- 1627 Mr Michael Dennison, [REDACTED]
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- 1647 Ms Susan Rachel Hirst, [REDACTED]
- 1648 Mr Chris Leah [REDACTED]
- 1649 Mr & Mrs Briam & Linda Walker, [REDACTED]

Val Dewey
 Membership
 Secretary

Sunday 6th November -

Towpath walk in remembrance of Dave Lee, visiting his memorial seat, and walking along one of his favourite stretches of canal.

Meet at the 'Moorings' Sowerby Bridge 10.00am or at the memorial seat Breatly Lower Lock 11.30am.

Wednesday 9th November -

Talk and demonstration on Traditional Canal Art by Tim Clarke.

Venue: Scratcherd Sports Centre, Queensway, Morley. 8pm.

Friday 9th December

Christmas Social.

Bradford Boat Club, Sibley. 8pm.

HCS SOCIAL MEETING 1988

September

Thursday 8th September
'The Sair' Linthwaite
Huddersfield

Wednesday 14th September
'Tollemache Arms' Mossley

JOINT MEETING OCTOBER

Thursday 6th October, 'Olive Branch', Slaithwaite.

November

Thursday 3rd November
'The Albion'
Longroyd Bridge
Huddersfield

Wednesday 14th November
'Buck and Hawthorn'
Ashton.

JOINT MEETING DECEMBER

Wednesday 14th December, Diggle Hotel. Diggle, Saddleworth

Editor Alwyn Ogborn

92 Lane Head Road, Lees, Oldham.
Lancs. Tel: 061 624 0736.

The back numbers of Plink shown on page 45 are available, send a stamped addressed envelope (at least 15 × 20 cm:) to - 29 Thick Hollins Drive, Meltham, Huddersfield HD7 3DL. First come first served. Quantity by arrangement; ring (0484) 850575 J.K. Maynard.

The letter on page 31 in reply to S. Bradbury concerning the monthly issue of Pennine Link was from J.K. Maynard.

LECTURES FOR 1988

<u>Date</u>	<u>Location</u>	<u>Title</u>
Thursday 6th October	'The Olive Branch' Slaithwaite	'Huddersfield Canal Society Activities - Film by John Maynard'.
Wednesday 14th December	'The Diggle Hotel' Diggle	'Lost Canals?' by Trevor Ellis.

New Member1650 Mike & Ula Hewer, 