



PENNINE LINK

Season's Greetings

No. 84

November December 1988



FREE TO MEMBERS

50p

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Cover Picture
A Winter Scene at Marple
Photo by the editor.

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The last issue of Pennine Link No. 83, was a bumper bundle of 48 pages. This was due to so much happening all about at the same time. Apart from the ongoing canal restoration news, which in itself was larger than usual with employment training, nature conservancy, and paving bill articles, we had a number of 'specials'. Firstly there was the aftermath of the Ashton Canals Festival, with reports, competition and raffle results. (more from ACF later in this issue). Then the details of the forthcoming Kirklees Canals Festival, with the programme of events, sponsors etc., plus the use of Benjie by the BBC for First Of The Summer Wine series. Amid all this activity came the IWA national rally at Castlefield. (Although the Huddersfield and Rochdale projects received very little coverage). A very eventful time indeed.

However, fate conspired to make things difficult on a number of fronts. The magazine was riddled with printers errors and omissions, the vast majority of which had been corrected at earlier stages of the process, but still managed to get printed. Totally unauthorised, the attractive front cover design had been altered from the original, with the most important information, i.e. the dates of the Kirklees Festival, removed altogether. Inside the front cover, the list of council members was a shambles. Far from being revised and updated as per written instructions, it turned out a little pulverised to say the least. Observant readers will have noticed that our chairman has been flirted back to his old address, and my Lancashire address has a Wakefield 'phone number??? I must apologise to Ken Baker for the non appearance of his new advertisement. This was among a

number of other snippets, picture captions etc., that failed to make it. I will leave it there before I get myself vexed again. Whats done is done. In the event, the missing Kirklees Festival dates, and the inclusion of raffle tickets turned out to be academic, since our glorious postal system ground to a halt before we could get the magazine despatched. With Manchester area being one of the last to go back to work, several weeks went by with boxes of packaged P'Links "just waiting". I hope you all received your copies eventually, if not, please drop me a line, or give me a 'Phone call and I will send you one.

Wearing my Ashton Festival Committee hat, I extend our thanks to Ron Thomas of Barnes & Thomas for very generous sponsorship donations which went a long way towards bringing the excellent Smokey City Jazz Band to the Festival for Saturday evenings entertainment. Rons firm is advertised later in the issue.

Putting my editors hat back on, I extend my best wishes to our ex editor, Sue Chadwick, in her new role as general secretary. As an editor she left a hard act to follow, and I am sure she will make a similar success of her new job.

This being the last issue of the year, may I wish all society members, friends, friends of friends, and everyone who reads Pennine Link, a

VERY MERRY CHRISTMAS
and the
HAPPIEST POSSIBLE NEW YEAR

Alwyn Ogborn



It is not often that one can state that an organisation owes so much to one person. The very existence of the Huddersfield Canal Society owes everything to R A Dewey. Bob was one of four canal enthusiasts - John Maynard, Ralph Kirkham and Margaret Sinfield and Bob who met on an old Calder and Hebble short boat, Elizabeth B in Aspley Basin in 1974. Margaret Sinfield, who was Chairperson of the West Riding Branch of the IWA, called a meeting and asked the other members of the 'gang of four' what their proposals were for the Huddersfield Narrow Canal.

A strip map of the whole Canal was produced by Bob Dewey who had come north, like John Maynard, in 1972 to work for the West Riding Planning Department in Wakefield. A public meeting was called for 4th April 1974 and approximately 80 people turned up at the Zetland Hotel in Huddersfield, among them many members of the Peak Forest Canal Society who had just seen the Ashton and Peak Forest restored to navigation.

The society was purposely called the Huddersfield Canal Society and not the Huddersfield Narrow Canal Society and, at the inaugural meeting after the 'gang' had fixed the annual subscription at £1 per member, Bob was appointed general secretary, Margaret and Ralph were already committed elsewhere on canal duties. John Maynard was 'asked' to be chairman and Bob, who preferred to work behind the scenes, chose the role of secretary. Val Dewey, Bob's wife, was also appointed a committee member and these two have steered the Society through for the past fourteen years.

John and Bob wrote dozens of letters in the early years as well as organising clearance parties on the Canal. One of the early 'official' visits to the canal by the Waterways movement was organised by Bob and John. David Wain and Ken Goodwin crawled over the cut including the infilled sections. The guests were very enthusiastic about the prospects for the canal and the foundations for the campaign were laid.

John Maynard said that Bob Dewey's role was vital to the continuance of the Society. Bob often had a beguiling air of injured innocence when the campaign was going wrong. He was persistent in his letter writing. He wrote to BWB Area Engineer time and time again for advice and to lobby for our Canal. When he felt that progress was slow, he wrote to Sir Frank Price, the then Chairman of BWB. He was summoned to the Area Engineer's office with John Maynard, was carpeted for his lack of diplomacy and then congratulated for his enthusiasm. He never took 'no' for an answer and his zeal for the campaign was not affected by his seeing locks being officially vandalised in the mid 1970's.

Whilst giving countless talks to canal societies, townswomen's guilds, probus societies, ect., Bob was studying for an Open University degree and had a 'part-time' job as an assistant planner at Kirklees. He holds membership of the Town Planning Institute and he is a Fellow of the Institute of Chartered Surveyors. Bob's resignation for HCS Council is due to his becoming assistant Chief Planning Officer at Wigston and Oadby District Council in Leicester.

We all thank him for his unstinting work for the Society and send him our best wishes for his new post. It has not been unnoticed that Bob has long been a member of the Foxton Inclined Plane Trust. Perhaps they will gain should Bob become actively involved. We all miss you Bob. Good luck.

David Sumner

Appointment of General Secretary

The new general secretary of HCS, following the departure of founder-member Bob Dewey, is have-a-go Sue Chadwick.

While not having to be physically press-ganged into following in Bob's footsteps Sue was at first rather reluctant to take on the No. 1 administrative job with the society. After all, she pointed out, Bob Dewey had been much more than a mere minute taker (much nodding of heads by HCS council members). He was very much a secretary of many parts, including organiser, letter writer, speaker to societies and associations large and small, and digger out of a few tons of glutinous mud from the bottom of a lock or two.

No wonder with such a workload there was a prolonged deafening silence at a Council meeting when chairman David Sumner called for a volunteer to don the secretary's mantle. But back home Sue thought, and thought, and thought - and eventually, like the reluctant bride, said "Yes".

Mother of five Sue was, of course, for seven years Editor of Pennine Link, turning it from a duplicated news sheet into a newsy periodical, and she was in charge in 1984 when it was awarded top spot in a nationwide competition

organised by "Narrow Boat" magazine. She was involved with secretarial work until being a mum and housewife became her principal occupation. After vacating the Plink editorial chair she pledged that her role on the Council would certainly not remain a comparatively passive one for long. As it turned out the transformation from passive to active was almost instantaneous.

She likes a social drink with friends, is rumoured to spend a lot of time at home in Glossop running up items of clothes for the family on her knitting machine and, of course, she takes over as secretary at an exciting time when HCS has appointed its first full time officer (See article below).

Both Sue Chadwick and Frank Smith say they are looking forward to jobs which are challenging and, they hope, will prove satisfying. We hope so too. Welcome Sue.

Alec Ramsden

APPOINTMENT OF FULL TIME ASSISTANT PROJECTS OFFICER

A regular soldier for over twenty years, Mr Frank Smith, who hails from Mossley, has been appointed full time assistant projects officer by a special selection committee of HCS.

Mr Smith, married with three grown up children, lives at 18 Nottingham Drive, Ashton. He has taken up his new civilian job and will be based in an office at the headquarters of Tameside Canals Ltd.

Mr Smith is back in civilian life after twenty-two years as a regular soldier, serving with the 14th/20th. King's Hussars. He ended his Army career as a Warrant Officer and is experienced in many fields.



Mr Frank Smith

Photo by:
WRNS Pictures

This wide range of interests was one of his many qualifications which impressed the selection panel. He has had experience of manpower planning, personnel and administration, public relations, training, voluntary groups, and working with people of all ages. He is no stranger to the Narrow Canal, having visited it many times when his father was in charge of the fire station at Mossley. "It is sad that it was allowed to fall into disuse and was abandoned. Now that it is being given new life through an exciting and fast moving restoration scheme I am pleased and

proud that I shall renew my connection and be actively involved in the re-opening campaign. I think the potential is enormous," said Mr Smith.

His working brief is a very wide one, covering administrative duties with HCS to liaison with organisations and authorities involved in the restoration project on both sides of the Pennines. He lists his interest as philately, English history, collecting books, cricket (possibly still a player) and volleyball (but not currently as a participant). But realistically, Mr Smith said that with the amount of work to be carried out - HCS slave driving officials Keith Gibson and John Fryer drew up a job specification stretching from Aspley Basin to Standedge Tunnel - he doubted if he would have much free time.

He is an associate member of the Institute of Administrative Management and has specialist training or experience in areas including supervisory management, tele-communications, recruitment and personnel selection - and looking after service funds.

He has also had experience with heavy goods and tracked vehicles, has been a projectionist and squadron quartermaster.

Commenting on his appointment Mr Smith said "Starting a new career is always difficult, but with a job that offers enjoyment and a challenge, I believe that this would be a good place from which to start. I enjoy working with people. I believe in doing things that are worthwhile and have a creative and artistic nature which I think that this particular job requires."

And he added "I am raring to go."

Alec Ramsden

The Boat does need constant attention and it is practically a full-time occupation. There have been at least three of us working on it every weekend and most of the time all we were able to do was repair damage caused by weather and vandals.

I called in the professionals - the firm who carry out servicing for TLC - to get the mechanics right otherwise it is possible that the boat might never have moved again. The trouble is, as every motorist knows, with mechanical parts as worn as these, renewals of one part automatically triggers off something else.

We are progressing - Alwyn has fitted two new automatic bilge pumps so that we don't have to bail out for a couple of hours before starting any small job. He has also fitted new lights inside so that, if we do break down with a party board, at least they will be able to see one another!

BWB drained a pound for us one Saturday and Ian France and I spent a happy morning underneath the working end. We found that the spout unit is badly corroded and needs renewing and also it didn't match up with the directional indicator on the steering.

The only problem now, is the battery charging and resultant starting problem. However, Alwyn was offered £5,000 worth of batteries (obtained from a redundant chemical plant) at a very good discount (like for nothing!) Hopefully, when the installation difficulties are solved. Bejie will start at the first touch!

STAN NO 2

The outboard has been located but, once again, this is a bit clapped out. I have given this problem to the TCL professionals to tickle up.

Stan is in a sorry state but some of the batteries that Alwyn has acquired will drive Stan. It does need urgent remedial joinery. It might be worth while having a complete re-vamp of the cabin to allow easier access to the engine and control gear.

Water shortage looks like being a big problem. Coming uphill is frightfully slow sometimes necessitating draining two pounds to fill a lock. However, our good friend, Ian Fullerton of BWB, has the matter in hand and, by the time proper navigation takes place, the problem will be solved.

Whilst Alwyn and I were working Benjie through 42E last week, amongst the gongoozlers were HCS members Mr and Mrs Green of Huddersfield who have apparently not once but twice, made the epic voyage through Standedge Tunnel. Alwyn is going to try to nudge them into providing an article for Pennine Link to give us the flavour of the three and a half miles underground - SO watch this space for future revelations.

Brian Minor

*The heading for this article was jokingly suggested at the last Council Meeting, I rarely pas over the chance of a chuckle, so here goes.
Ed.*

City Page

I have sometimes been asked the question "How much has been spent on canal restoration by the Society" and I will therefore attempt to provide an answer. Since restoration work began in 1981 the following amounts have been spent by the Society on materials, lock gates, dredging, plant hire etc:-

The above expenditure excludes expenditure by other bodies such as BWB and local authorities and ignores the funding from Manpower Services Commission (now Training Commission).

We are committed to spending further large sums on restoration work and I hope to keep you informed of our expenditure in future articles.

Diggle & Uppermill	£21,593	Les Winnard
Tameside Canals Limited	£245,382	
Oldham MSC/ET Scheme	£26,760	
	<hr/>	
Total	£293,735	

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It's all over for another year - the travelling round and going from one canal festival to another; the setting up and taking down of the awning on the caravan (which was great fun the first time!); the arranging of stock and meeting people from all walks of life including many from other canal societies who are just as enthusiastic as we are - Roll on next year!

A big 'thankyou' to all those who came to help me at both the National in Manchester and the Kirklees in Huddersfield; too numerous to mention individually but you all know who you are. I will be calling on you again to help next year. So, as soon as I have the dates of the festivals, I will be in touch.

We covered three festivals within three weeks at the end. At the National which was a three-day event, we were not in the best of positions situated directly opposite a smelly and smokey food tent, just near the railway bridge. Most people did eventually find us but only after wandering around all the rest of the site first. I managed on a few occasions, to look round the Manchester site but only once managed to get round the Salford site. (I've still not been down Hulme Lock and am willing to crew for anyone just to say I've done it!) The two combined sites together were vast and, including the Castlefield Carnival as well, I can well believe the figures when they say they were expecting over 20,000 people per day.

The second of the three weekends was at Denby Dale Pie and was only a one-day event (or one day for us, at any rate). It was all due to Denis Shaw of

the Keep Britain Tidy Group, which no longer exists. He managed to get a spot for the Group on the Saturday and let us have it for the Sunday. My grateful thanks to Anne Crossland for coming and helping on the stall and bringing millions of handouts for the Kirklees Festival the following weekend. With Denby Dale not being a canal festival, we wondered how we would fare with sales, membership, etc. Although we did not do very well, we were at least able to show people what is happening to the Canal on both sides of the Pennines. A great many expressed interest and, if half of them came to Kirklees Festival, we achieved our objective.

Which brings me nicely to Kirklees Festival held in the grounds of Huddersfield Polytechnic. As last year, the facilities laid on by the Poly were super with the refectory and bar both open and dispensing food and drink of a very good quality. Of course, the weather was against us on the Saturday with the wind blowing and the rain lashing down - a typical Huddersfield day, I hear you say! However, Sunday improved and so did the numbers of people who attended. All in all, it was a good weekend and I treated dad (well, you've got to look after the older generation occasionally) to a Norman's Sandwich at the Bulls Head later on in the evening - well worth the trip out.

A big 'Thankyou' once again to all who turned up to help including those who just arrived on the day. I was very grateful for all your help and here's to next year.

Fiona T Tewson
Sales Officer

Diggle restoration report: Nov/Dec 1988

Restoration Progress Lock 1W to 10W

At last we have managed to get some scaffolding into Lock 31W, which regular readers (if we have any after this saga) will know we have been intending to do for several months. The problem was finally solved by using the ex-East Pennine Transport Group scaffolding as a tower, strengthened and braced by additional poles. Progress on resetting copings and removing the bulge in one wall of the lock has been speeded by a special tool combining the best features of an Acrow prop and a screw jack. We now have over half the off-side wall complete including the worst section. The next two weekends should allow completion of the towpath side.

Extract from TCL Report by Steve Whitby.

6.1 Five lock chambers are now operational - Gates for Lock 9W are now awaited from Stanley Ferry, pounds 1-2 and 2-3 are now dredged.

6.2 Lock ladders fitted on locks 9/10/11

6.3 Sewer at Stalybridge (Stanley Square) 30% completed.

6.4 Towpath renovation between Whitland tunnel and Lock 2 90% completed.

All Photo's by the Editor.

Future dates are as follows:-

Nov 13	Nov 27
Dec 11	Jan 1
Jan 15	Jan 29

Further information from me on Huddersfield (0484) 534666.

Trevor Ellis.

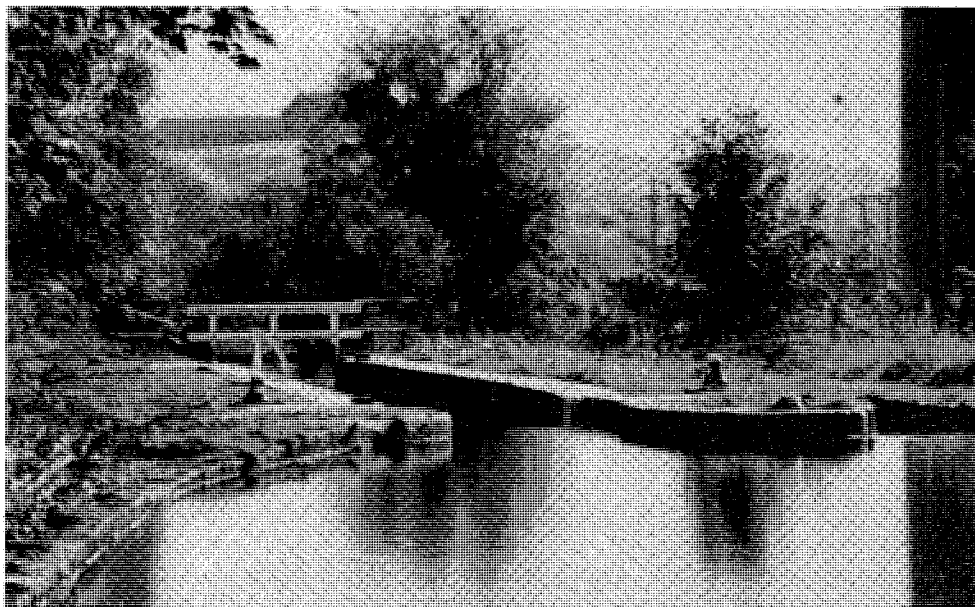
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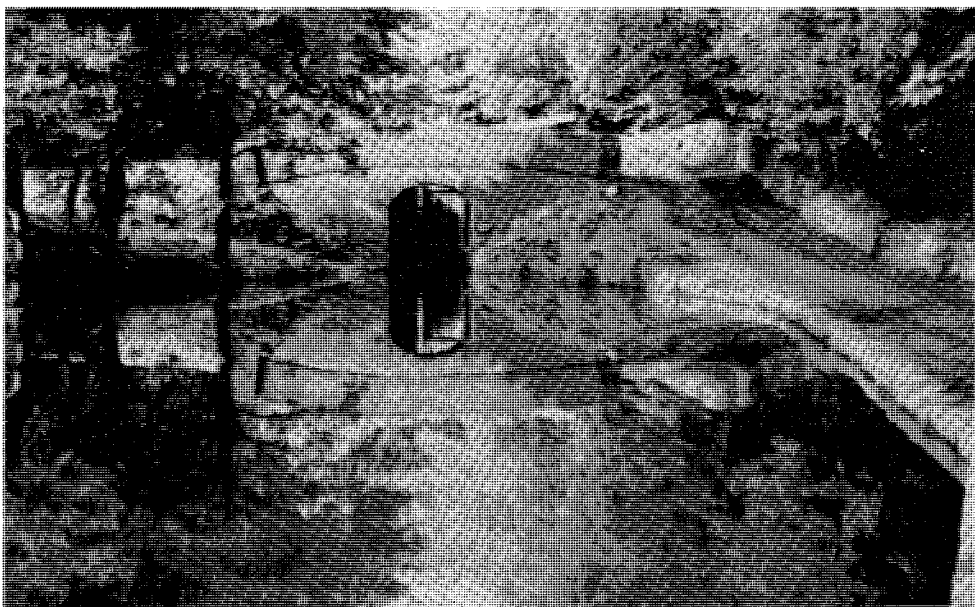
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PENNINE LINK



Lock 9W



Lock 10W



Lock 9W

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Half Page	£5.50	27.50
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PRESS DATE

1st DECEMBER

All articles to the editor
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From left to right

Richard Brooker of Kirklees Leisure Services, Tourism Minister John Lee, Kirklees Architect John Miller and regional employment executive Donald Bruce.

Photo: WRNS Pictures

PENNINE LINK

MINISTER OF TOURISM VISITS THE HUDDERSFIELD NARROW

The value of waterways restoration schemes as a way of attracting tourists - and creating jobs - was stressed by the government's Minister for Tourism, Mr John Lee, when he paid a brief visit to the Tunnel End Canal and Countryside Centre.

Said the Minister "Canals and waterways are the most unexploited and unconsidered asset in the tourism picture," and he went on to give details of ways in which waterside developments were helping to bring prosperity and new life to areas. Mr Lee was visiting Tunnel End and the Colne Valley Museum at Golcar which are sites selected for Civic Trust regeneration studies.

He was shown round Tunnel End by Mr John Miller, the Kirklees Architect responsible for the east side restoration of the Narrow Canal, and by Mr Richard Brooker, of Kirklees Leisure Services.

And Mr Miller took the opportunity to tell him of the speed of restoration and of plans for the re-opening and new uses for Standedge Tunnel.

The Minister said the information about the tunnel had been very interesting. He was impressed with facilities at the centre - which includes, of course, an HCS exhibition - and said that other enterprises could build on successful waterways restoration and waterside development.

"There is a tremendous fascination about waterways and canals and they have potential for developments which have a much wider tourism appeal," he added.

Tourism, he pointed out, had a turnover of £18 billion a year, provided jobs for four million people and was growing at the rate of nearly 1,000 jobs a year. It was big business.

Alec Ramsden

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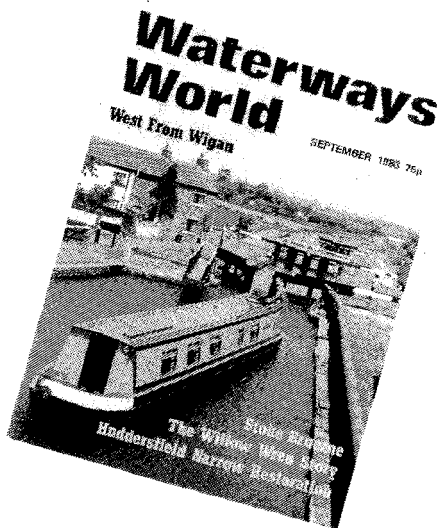
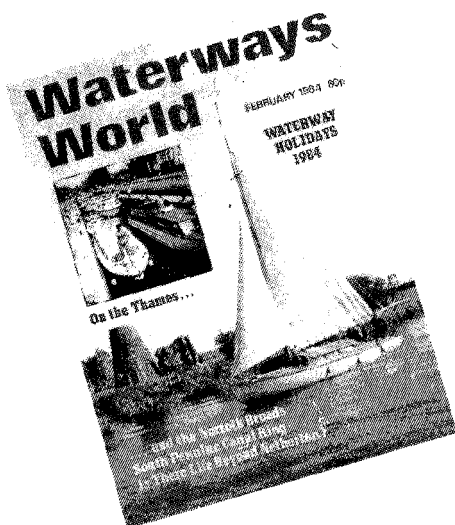
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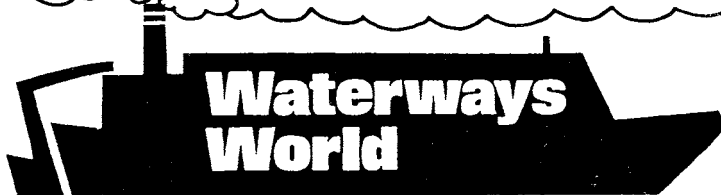
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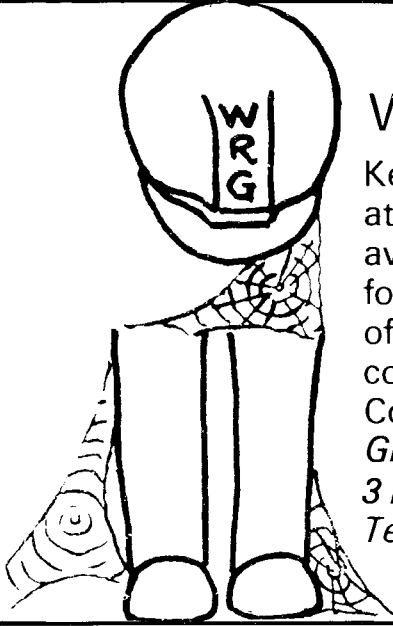


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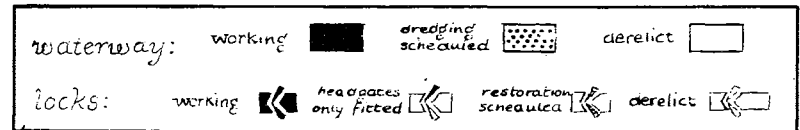
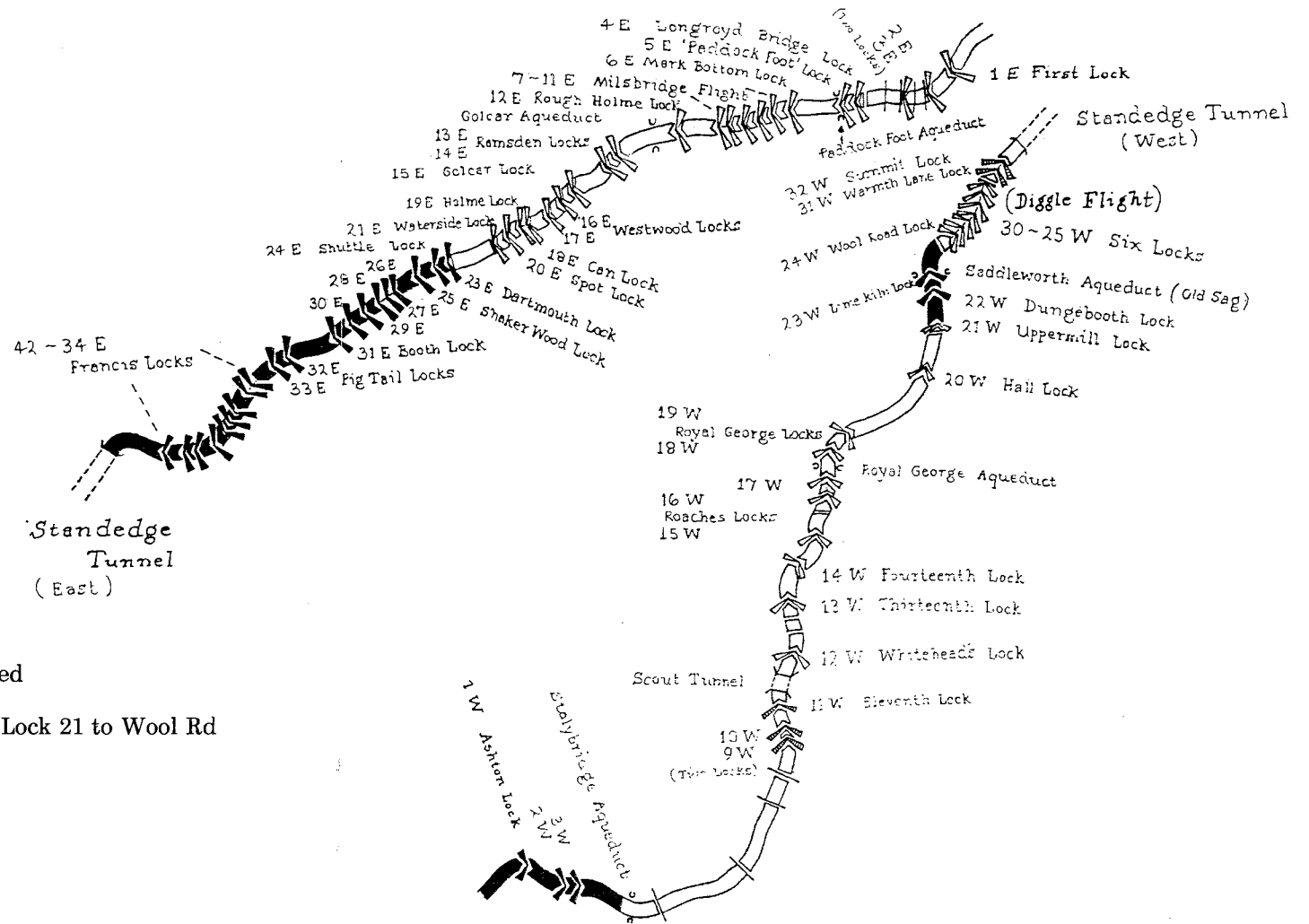
Also, we now have two boats on the Rochdale - come and see how the competition are doing!

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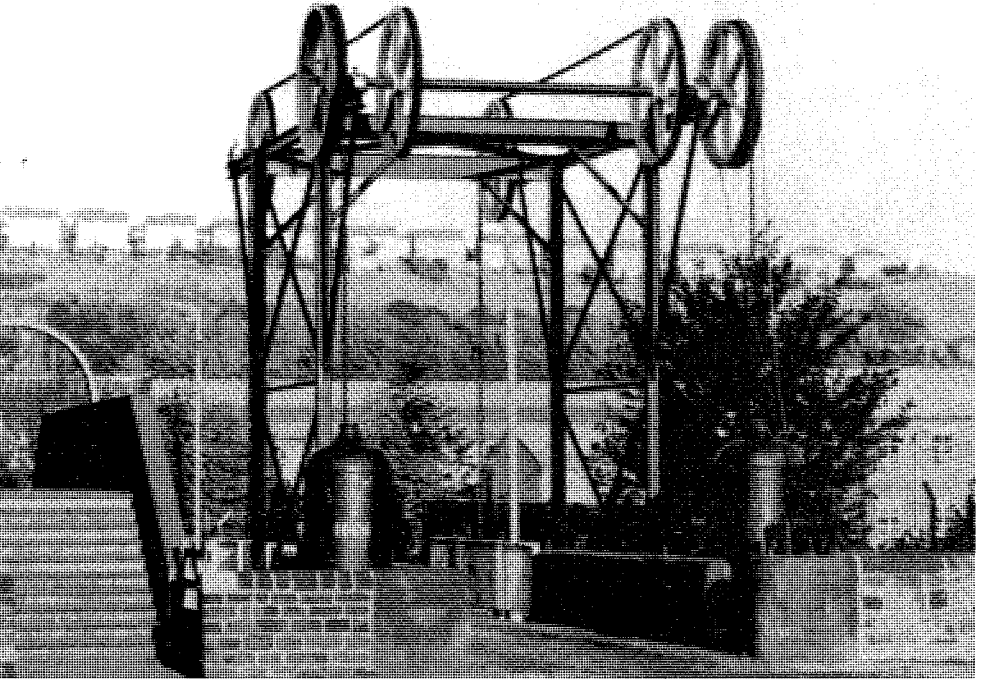
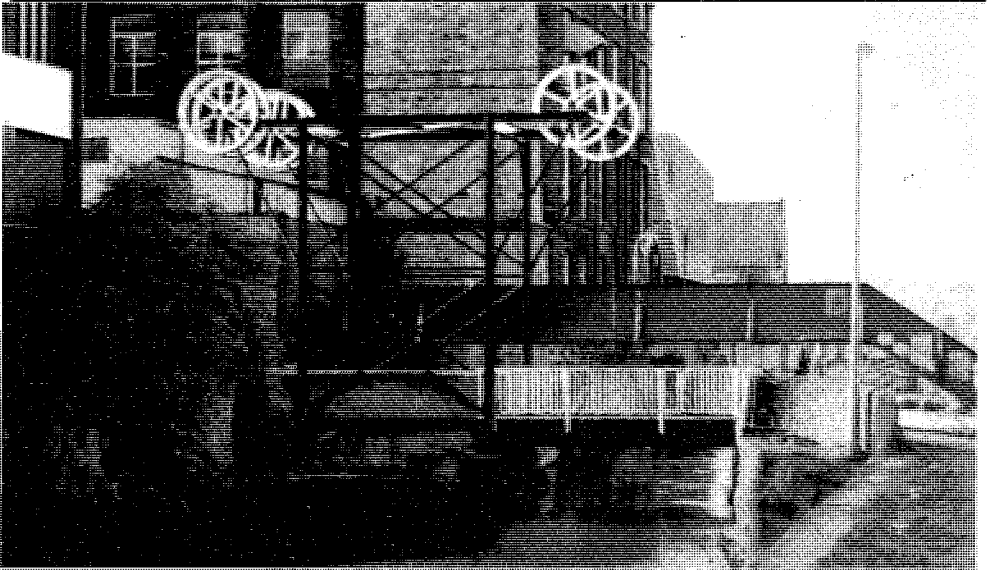


Restoration Progress at
September 1988

- Locks 1W to 3W restored and canal dredged between
- Lock 9W under restoration
- Locks 10W and 11W restored
- Locks 15W to 17W work due to start
- Locks 18W to 20W under restoration and dredging started
- Locks 22W and 23W restored and canal dredging from Lock 21 to Wool Rd
- Uppermill infill section rebuilt
- Locks 31W and 32W under restoration
- Locks 42E to 25E restored and canal dredged
- Locks 20E to 16E restored
- Lock 15E under restoration
- Lock 14E restored
- Lock 1E restored
- Wakefield road bridge rebuilt



PENNINE LINK



Turnbridge Huddersfield Broad Canal
Photo's : Alwyn Ogborn

HIRE A TRADITIONAL STYLE NARROW BOAT FROM MIDDLEWICH

One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North-West system — all the canals are within one weeks' cruise.

Hire one of our traditional style boats, 4-12 berth, some with fully fitted boatman's cabins (cross bed, drop table, etc.) They have enclosed engine rooms, hand painted decorations and plenty of brass to polish.

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Kirklees Festival Opening Speeches

Photo's: Alwyn Ogborn

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This blank space is because I have not received any letters for this issue. Is it a hangover from the postal strike, or is it the demand that letters 'must be typed'

The 'must be typed' is for the benefit of the printers.

FORGET IT. PUT PEN TO PAPER AND LET ME HAVE YOUR VIEWS.
We will type it and change it from joined up writing at the pre-typsetting stage. Tell us what you like or dislike, and lets see if we can get a lively interchange going.

Ed.

Younger Readers Page

At the suggestion of Craig Watson (who's letter appears across) I am starting this younger readers page. Anyone under the age of 18 who has any views, ideas or general comments, please drop me a line, I will be pleased to hear from you.

Ed.

Dear Editor,

I'd just like to say thanks to thaks to all the people who are helping fix up 'Stan' our first boat. I would like to thank Brian Minor who supplied me with bitumen and brushes. This is great but we still need more 'people'. We need them for mending the cabin on 'Stan' or 'YOO' could help by helping mend locks or paint boats or if you are unable to do this, please rejoin next year. Remeber, your money is helping to restore a unique canal.

Yours faithfully
Craig Watson (age 13)

1 Pastures Court
Pasture Lane
Leeds LS7 4QN

PENNINE LINK

Raffle First Prize..
Champagne Meal for Two.

For the last 9 years, the first prize in the ACF raffle has been donated by Top Lock Marine at Marple, and has consisted of a champagne meal for two aboard the cruising restaurant narrowboat Four Seasons.

Top Lock Marine was started over 10 years ago by Malcolm and Alison Allcard (Four SEasons had it's 10th birthday on 1st July this year). Initially it was a brave venture into the unknown but in hindsight the Allcards need not have worried, the narrowboat restaurant has proved to be a great success, and these days is half booked up before the season starts.

The standard cruise is 3 hours 15 min. long and sails to Higher Poynton and back, with seating for 12 people. Normal sailings are Tuesday to Saturday evenings and Sunday lunch-time. The boat can be booked for special parties or business trips outside these times. The season starts about Easter time and continues into mid October when the boat is laid up and given her winter overhaul.

Top Lock Marine also hire out a self steer day boat which is fitted with cooking, washing and toilet facilities, and is a good day out for all the family. With other boating facilities such as moorings, pump outs, fuel and gas, Malcolm and Alison are kept very busy. Three delightful young daughters add to the workload at the moment, but I am sure that in a few years time they will become a big help.

The photographs show Mr Dave Halson and his wife collecting their prize on the 4th September this year, and the festival committee extend their sincere thanks for the donations of this lovely prize.

Malcolm and Alison can be contacted at:

Top Lock Marine
Lime Kiln Lane
Marple
Cheshire
Tel: 061 427 5712

If you fancy a meal out on Four Seasons next year, book early, it fills up very quickly.

Alwyn Ogborn

Telephone: Glossop 66536 or 061-427 2377

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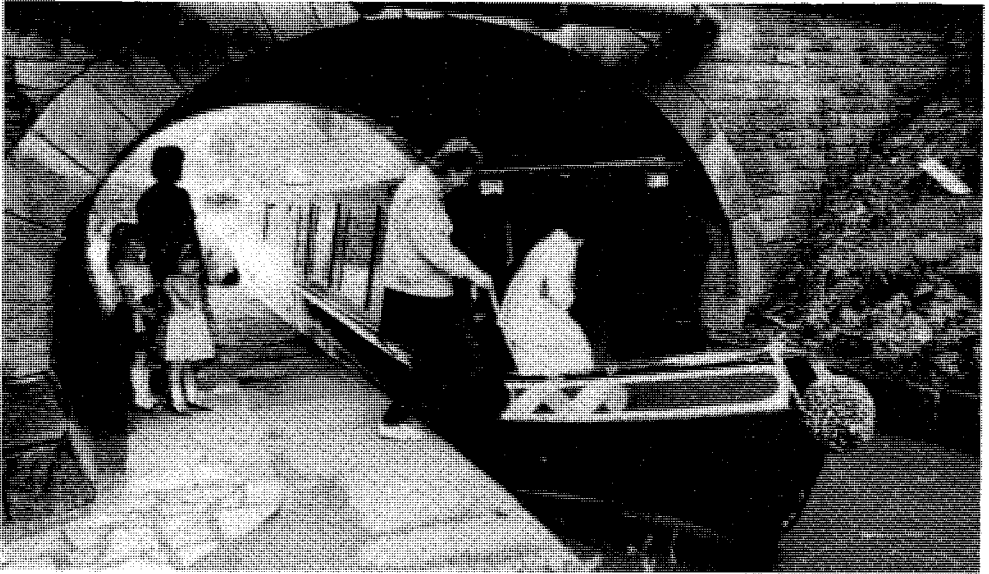
BENCHES LANE, CHISWORTH

opposite Woodheys Restaurant, Marple-Glossop Road (A626)

PENNINE LINK



1

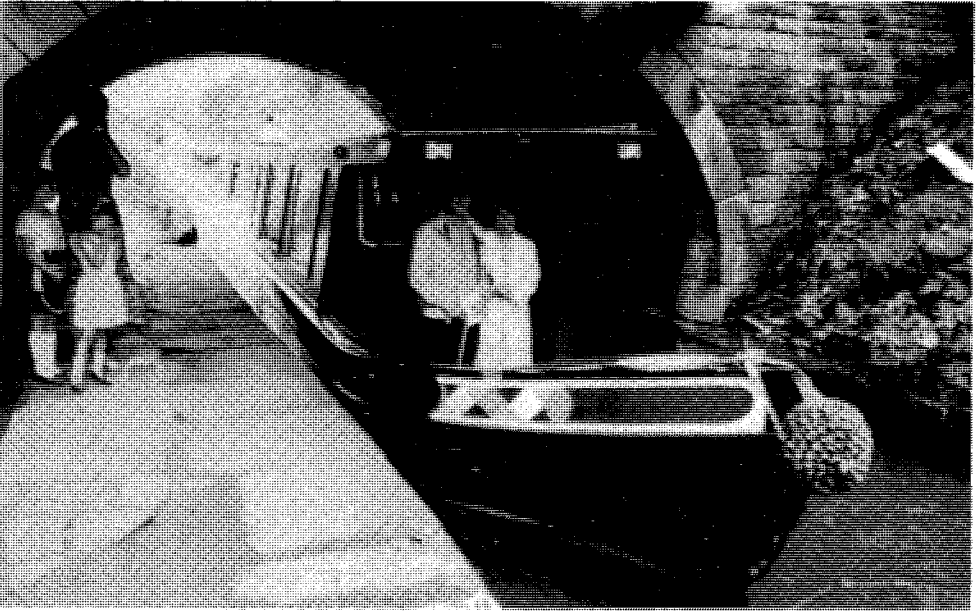


2

Photo's 1, 2 & 3 Dave Halson & his wife boarding Four Seasons 4th Sept.

Photo Alwyn Ogborn.

PENNINE LINK



Four Seasons in her berth at Top Lock
Photo Alwyn Ogborn

The following article is reprinted from the excellent monthly news sheet Jazz Times, with the kind permission of the Editor Alice Garnett. For those of you unfamiliar with this publication, Jazz Times lists all the regular bands and their venues in and around Manchester, starting with Sunday lunchtime through to Saturday evening. If you are a Jazz fan, there is somewhere every night of the week. Jazz Times is usually on sale where the bands are playing, and carries articles on future and past events. If you want to know more, contact Alice direct at: 10 Perry Road
Timperley
Altrincham
Cheshire
Tel: 061 980 1695

Editor.

**WE WERE THERE:
ASHTON CANALS FESTIVAL
Sat 9th July**

The evening's entertainment was provided by the Smokey City Jazz Band and Julie, ably assisted throughout by half a dozen youngsters, aged from 6 to 10 and a hand puppet who went by the name of 'Alf' or was it 'Fred'? As the day's event centred on a nautical theme, the Band began with two appropriate numbers for the occasion, "Steamboat Shuffle" followed by "Up A Lazy River". They then carried on with further numbers including "The Entertainer", which we felt was very apt, "Wild Cat Blues", "Stevedore Stomp" and Julie singing "Beale Street".

When Julie gave a rendering of "A Good Man is Hard to Find" Terry Brunt

at this point milled amongst the audience, no doubt with the idea in mind of fulfilling Julie's wish, a very commendable act in deed.

Now it was the youngster's turn in the spotlight. They joined Julie and the Band for "A Yellow Submarine". "Squeeze Me" with the young ones doing the actions, and of all things "Daisy". However, we feel that the most memorable part of the evening was John Hallam's clarinet solo, "I've Got Rhythm" - this was absolutely superb.

At the end of the evening the organiser remarked that this was the finest Jazz they had had so far at the Festival, a sentiment expressed by all those attending.

The concert came to a close with the Band playing "The Saints" and "Ice Cream".

On behalf of ourselves and the very large audience, a very big 'Thankyou' to the Band, Julie and of course the young singers and dancers.

Mavis and Peter
Chapel-en-le-Frith

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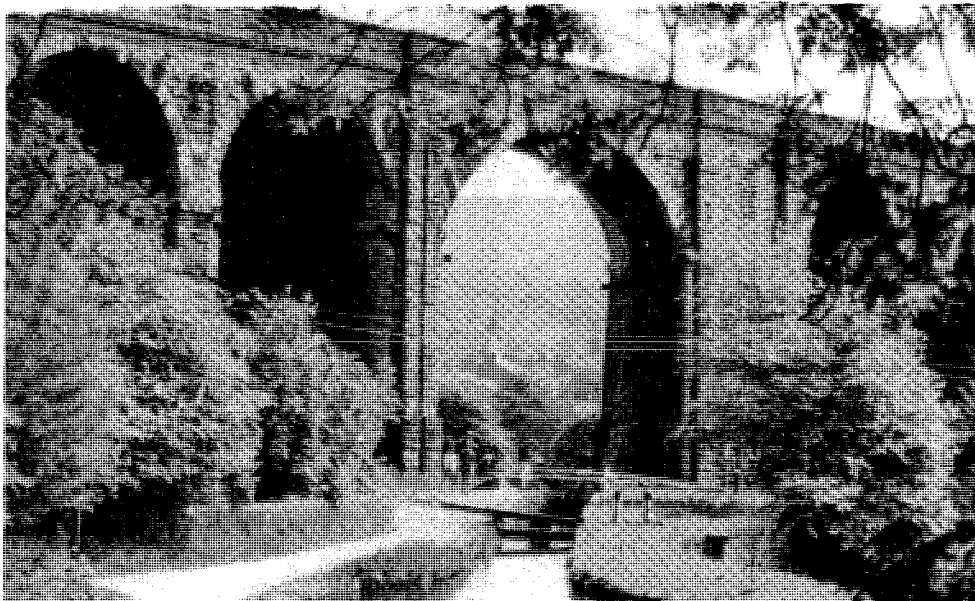


Photo: Saddleworth Viaduct and Lock 23W Huddersfield Narrow Canal.

Photo. Elizabeth Fowler
by The Wharf
Hassall Green
Sandbach
Cheshire CW11 0YB

The Huddersfield Narrow Canal features strongly in the latest audio-visual slide presentation from Elizabeth Fowler.

FROM MINT BALLS TO ABBEY WALLS records a narrowboat journey she made from her home at Hassall Green, on the Trent and Mersey, to Leeds. During the 70 minute programme, the audience are taken on visits to canalside towns, villages, museums, and even the steam railway at Keighley. An excursion from Dukinfield Junction to Marsden gives extensive coverage of the restoration with some fine photographs of the work in progress, as well as superb views over the Pennines.

The off-beat is not neglected either. A Leeds and Liverpool Canal sign shows Gobbledegook to be alive and

flourishing in 1880. A notice instructs Kirklees Council officials to 'remain in the road until attended to, whilst Macclesfield Town Hall carries a board stating that 'this door must be open and locked at all times'.

Elizabeths excellent photography is complemented by an informative if somewhat quirky commentry from Dennis Needham, and some very good sound recordings.

A splendid evenings entertainment, well worth seeing when you get the opportunity.

Edward Bishop

My efforts to find out times and venues for this show have drawn a blank. If you are interested, you may see announcements locally or in the press 'sorry about that folks'.
Ed.



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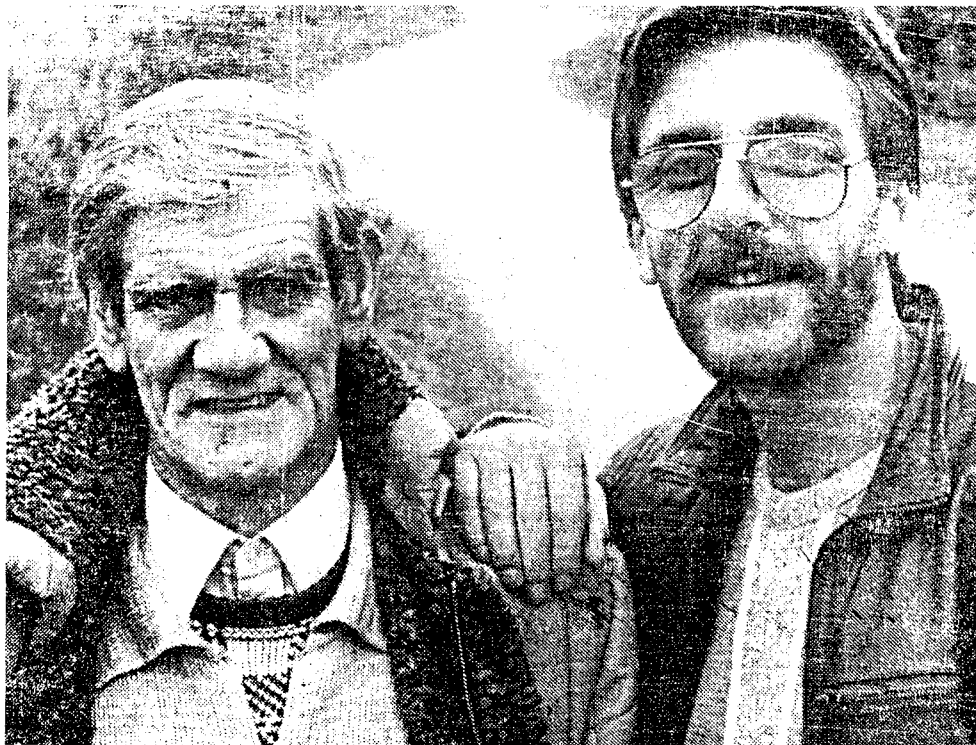
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Frank Ruffley and Kenneth Dyball on the 'Yellow Brick Road'

STALYBRIDGE has its very own yellow brick road!

For that's what local residents have already dubbed Staley Way - the new canalside walkway, cycle path and bridle path.

And on Saturday, council leader Roy Oldham will declare the colourful path officially open!

Staley Way follows the line of the disused Stalybridge to Diggle railway line - approximately one mile in length, starting at Stalybridge town centre and ending at Grove Road, Millbrook. It's received its nickname from the yellow-tinted gravel that has been laid along the path.

It was constructed by Tameside Canals Ltd., in conjunction with the Tame Valley Joint Committee and the Bike Path Project.

Chairman of Tameside Canals Ltd., Mr Frank Ruffley said that the way was an eyesore before work was carried out. Tameside Canals Ltd. are hoping that many cyclists, walkers and riders will 'follow the yellow brick road' at the official ceremony on Saturday.

Anyone interested in going along should meet at Knowle Street, Stalybridge between 10am and 10.15am on Saturday

Reprinted from the Advertiser
13th October 1988

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

I/We wish to join the Huddersfield Canal Society.

Name/s

Address

.....

.....

Postcode Telephone:

Occupation

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

MEMBERSHIP RATES: Family Membership £6.00. Junior (Under 18)£2.00 Associate £10.00(voluntary society's). Corporate £20.00(minimum). Life £75.00 If elected I/we agree to abide by the Memorandum and Articles of Association of the Company

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**Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr Oldham.
for details Tel: 04577 3040 Member H.C.S.**

The Society welcomes the following New Members

- 1650 Mr & Mrs Mike & Ula Hewer [REDACTED]
[REDACTED]
- 1651 Mr Mark Usher [REDACTED]
- 1652 Mr & Mrs Laurence & Marion Wilkins [REDACTED]
[REDACTED]
- 1653 Mr David James Weston [REDACTED]
[REDACTED]
- 1654 Mr Sean Raymond Curley [REDACTED]
- 1655 Mr David Watts [REDACTED]
- 1656 Miss Alison Ogborn [REDACTED]
- 1657 Mr Duncan Moore [REDACTED]
- 1658 Mr Thomas William Cadden, [REDACTED]
- 1659 Mr & Mrs Alan & Hilary Rea & Family, [REDACTED]
[REDACTED]
- 1660 Mr & Mrs D.J. & E.C. Ritchie [REDACTED]
- 1661 Mr & Mrs D.K. Allison-Bear, [REDACTED]
- 1662 Ms Debbie Kelly, [REDACTED]
- 1663 Mr Gerald H Yates [REDACTED]
- 1664 Mr John Trevor Kitson [REDACTED]
- 1665 Mr Kenneth John Parker, [REDACTED]

- Wednesday 9th November Talk and demonstration on Traditional Canal Art by Tim Clarke.
 Venue: Scratcherd Sports Centre, Queensway, Morley. 8.00pm.
- Monday 14th November 'Buck & Hawthorn', Ashton.
- Wednesday 14th December Diggle Hotel, Saddleworth.
 Joint Meeting.

**IWA West Riding Branch
 Social Events.**

- Friday December 9th Christmas Social. Entertainment by Daystar Theatre company plus a buffet. Tickets £4 each available from Liz Pinder 152 High Street, Weadon Leeds. Venue: Bradford Boat Club, Shipley. 8.00pm.
- January 11th 1989 Mike Taylor - Sheffield and South Yorks Canal.
 Venue: Morley Leisure Centre, Queensway, Morley. 8.00pm.
- February 8th 1989 John Croot - Waterways for Youth.
 Venue: Morley Leisure Centre, Queensway, Morley. 8.00pm
- March 10th 1989 AGM & Speaker to be announced.
 Venue: Bradford Boat Club, Shipley. 8.00pm.
- April 12th 1989 Peter Smith - Anderton Lift Development Scheme.
 Venue: Morley Leisure Centre, Queensway, Morley. 8.00pm.

Diggle restoration	Nov 13	Nov 27
Future dates are as follows:-	Dec 11	Jan 1
	Jan 15	Jan 29