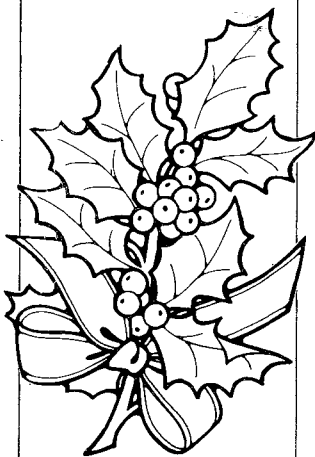




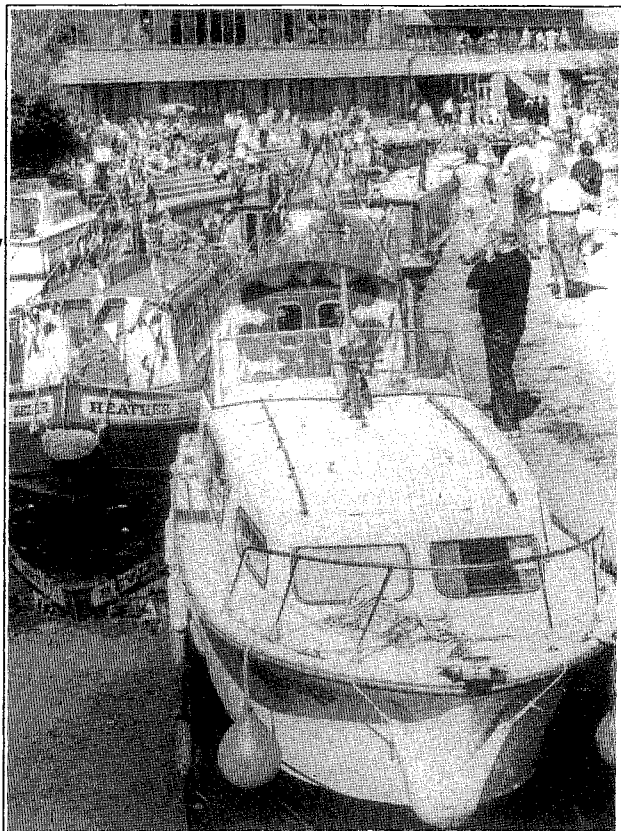
PENNINE LINK

No. 90

November/December 1989



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FREE TO
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Cover Picture: Polytechnic Basin, Aspley
Kirklees Festival Weekend
Photo: Malcolm Howarth

MOMENTOUS THINGS ARE AFOOT on the restoration front with the publishing of the Standedge Tunnel Survey results. The report is extremely thorough and extremely bulky, and so far I have only had time to read the summary report. I hope to be able to study the full report and publish the salient points in the next Pennine Link. Meanwhile, the general state of the tunnel is very good considering its age, and the works needed to reopen it for navigation are a lot less than feared. GOOD NEWS.

Taking the gloss off that good news is the fact that we still have to raise several £million. Ways of achieving our aims have been discussed in council, but at the time of writing nothing is finalised.

ONE THING THAT IS MOST IMPORTANT TO CONTINUED SUCCESS IS THE PUBLICITY OF GRASS ROOTS SUPPORT. TO THIS END I AM PROMOTING A MEMBERSHIP DRIVE.

I WOULD LIKE TO DOUBLE THE MEMBERSHIP. WITH YOUR HELP IT CAN BE DONE - SIMPLY PASS THE PULL-OUT MEMBERSHIP FORM FROM THE CENTREFOLD TO A RELATIVE/FRIEND/NEIGHBOUR/COLLEAGUE AND TALK NICELY TO THEM.

Active participation is not required; indeed, probably less than 10% of our members are involved with the various aspects of society activity.

This does not mean we would not welcome more member participation. There is always a myriad of jobs to be done, particularly at festivals and social events. It is extraordinarily easy to give practical support - just contact any council or committee member and ask.

The caption competition for 'Frank in the Cut' was good . . . I had ONE reply . . . Thank you, G. Nall (title unknown). I will award you a prize of some sort just for responding. The competition is run again in this issue, hoping that perhaps another letter will flood in. (See page 29)

On behalf of myself and all other council members, may I wish everyone a very Merry Christmas and Happy New Year!

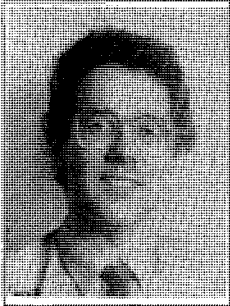
ALWYN OGBORN

A DATE FOR YOUR DIARY A.G.M.

I wish to give advance notice that the next A.G.M. has been fixed for Sunday, 22nd April 1990, commencing at 11.30 a.m.

The venue will be announced later. Following the formal business a buffet lunch will be available. A formal notice of the meeting will appear in the next Pennine Link.

J.M. Fryer, Company Secretary



HARDLY A MONTH GOES BY NOWADAYS without news of further progress towards our goal, changes which force the Society to re-appraise its role and new challenges which emerge as the restoration picture unfolds.

On the political progress front, an agreement was made on the 4th September 1989 between British Waterways Board, Kirklees Metropolitan Council and Tameside Metropolitan Borough Council. Clause 1.4 states: "The Board and Councils wish the relevant lengths to be restored and thereafter maintained to a standard suitable for use by powered and unpowered cruising craft of appropriate dimensions (the cruising standard) and it has been agreed that subject to payments being made to the Board by the Councils pursuant to their powers under Sections 109 and 114 of the Act, the Board shall, during the currency of this Agreement, maintain the relevant lengths to the cruising standard."

The agreement goes on to state that each year the Board shall submit a works programme agreed by all parties of works required to maintain certain lengths of the canal to remainder standard and the works required to maintain the relevant lengths to cruising standard. The costed difference, less a proportion of any income from the canal in the form of rents, licences, fees or other charges levied by the Board, shall be charged to each council according to their proportion of cruising waterway.

This agreement was back-dated to take effect from 1st April 1989 and remains in force for 21 years even after complete restoration. Clause 10 states: "Following restoration of the relevant lengths the Board and the Councils shall use their best endeavours to achieve re-classification of the relevant lengths to cruising status." The certain lengths exclude infilled sections and part of the canal owned by Tameside. The tunnels are also excluded from this agreement. The significance of this agreement lies (a) in the stated common aims of all parties; (b) in the recognition that the canal is, in parts, up to cruising standard as classified by the Transport Act and (c) it is a necessary precursor to the upgrading of the whole when restored to full cruiseway status. By 2010 British Waterways Board should then assume all responsibility for the costs and income for the canal. The Agreement also gives impetus to councils and the Society's efforts to raise additional income to offset the extra cruising standard costs. Crudely put, more boats on the canal, less revenue costs for the three local authorities.

The Society has partially reorganised itself. We have renamed Tameside Canals Limited HCS Restoration Limited and formed a new company, HCS Training Limited. The details will be explained elsewhere, but the aim is to separate the two functions, which can be mutually exclusive. Steven Whitby is appointed Managing Director of both companies and we are seeking to strengthen both Boards with new appointments from within and without the Society. We are anxious to make a success of the new training company in order that we can progress restoration by being a profitable company and by employing trainers and trainees on the canal.

The training company encompasses all ET works on the west side of Standedge Tunnel and has the support and, we hope, the financial backing of the two local authorities. Since we merged the Old Tameside Canals Scheme with Oldham Council's ET Scheme, restoration progress either side of Division Bridge has been remarkable. The new structure and the financial implications will test our resources. We need outside cash – we are very grateful to an Oldham Company, Cobden Chadwick Limited, for a splendid £2,000 towards the renovation of locks. And we need manpower – trainees and management expertise to keep up the impetus that the new structure has created.

The new challenge we all face is the report produced by Ove Arup and L. & R. Leisure to look at the costs and benefits of restoring Standedge Tunnel. The engineering study has produced a report of such detail that the present day costs of full restoration to safe navigable standards for through navigation have been ascertained and the responsibility for the costs apportioned. Should the report be accepted, British Waterways and British Rail have a case for spending large amounts on sections classified as areas of maintenance; L. & R. have details how we can best exploit the 'Standedge Experience'. The innovative report forecasts that a tourist attraction at both ends of the tunnel, including a short visitor canal tunnel ride, will produce a revenue surplus. The visitor numbers required to achieve this surplus are not, in my view, over-optimistic, nor will they, if properly managed, cause major disturbance in the rural communities in Marsden and Diggle. The restored tunnel will require major new funding sources and it is this element which will occupy much of our joint efforts over the next few years. I would like to record the Society's appreciation for Mike Thompson's co-ordination of the production of the two reports.

DAVID. M. SUMNER

A great many, probably the large majority, of Society members will not know who's who, who does what, or be able to recognise council members and people actively involved with restoration, apart from a name at the foot of an article or inside the front cover of this magazine. Therefore I intend to publish a 'Mini Profile' of our active members in each issue of Pennine Link. This will be a photo, a little of their background, and how they became involved with canals in general and the HCS in particular. Here is the team that brings you Pennine Link.

Ed.



ALWYN OGBORN

Me. Your Editor, Alwyn Ogborn. Married to Mavis, three offspring, Alison, Sarah and Simon. First introduced to canals during courting days in the late fifties by my (then) future father-in-law. His father had been the captain of a Bridgewater steam packet tug-boat in the late 1800s and had a lot of experience of the old working canals. Sailed extensively on the Bridgewater and Leeds & Liverpool canals (the boat was too wide for the narrow network) until about 1964, when growing family, career and extensive renovation of the tumbledown old cottage we lived in took over all my spare time.

The inland waterway bug never left my system and in the late 70s we decided to try a week on a hire boat to see how the children reacted. They loved it, and so several more waterway holidays followed. Around this time the Ashton Canals Festival was in its infancy, and we had visited every one before I finally got myself involved and joined the committee in 1985, having joined the HCS some years earlier. This led to my being asked to do the P'Link editing, and regular readers will know the rest.

On leaving school I joined Ferranti Electronics, initially as a radio and TV engineer, transferring later to guided missile systems. Several other jobs followed, the most significant with a firm of battery charger manufacturers in Swinton, Manchester. This position introduced me to the world of standby power (nothing to do with car or torch batteries) and for the past 18 years I have run my own battery and charger business, supplying the oil, gas and chemical industries, amongst many others.

I would like to continue to be involved with the restoration efforts right through to full navigation, and although we are now getting to grips with the more costly and difficult blockages, I am sure of final victory.

FOOTNOTE: I tend to reside on the lighter side of life, liking a bit of fun and a joke or two. To this end, I have tried to introduce a giggle page in P'Link and with this, coupled to the above, I suppose I could be described as a business typhoon, racketeer and twit.

PETER FREEMAN

The gentleman who keeps computer records of all members and prints address labels for your P'Link envelopes, Mr. Peter Freeman. Married to Julie, they have two children, Lee and Steven. The Freemans started canaling almost by accident. In 1975 an intended horse-drawn caravan holiday turned out to be a canal holiday on the Shropshire Union Canal down Wolverhampton way. Living at Heywood at the time, the Rochdale canal scheme was nearby, but Peter preferred to back the Huddersfield Society "because it looked a bigger struggle" (a true campaigner), so he joined the HCS in 1976.



The first Ashton Canals Festival was in 1978 and Peter was Chairman, starting the ball rolling with grants from the I.W.A., Peak Forest Canal Society and Huddersfield Canal Society of £50 each. Previous canal rallies were aimed at boat owners, but the ACF was aimed at making the general public aware of the amenity on their doorstep. At that early stage of the event they went round local pubs selling tickets, and local town halls inviting civic dignitaries. Peter was West Side Chairman from '76 to '78, and later Vice-Chairman to John Maynard. An enthusiastic supporter of all events, he has been looking after the computer records for the past three years.

Full time job - manpower planning officer with Oldham Health Authority.

LESLEY BEST

Sticking the labels on and putting reminders in all the P'Link envelopes is done by Lesley Best. Married to David, they have two children, Neil and Helen. In 1982 they wanted a seagoing boat, but thought the children were too young for the dangers. Chatting to friends, they learned about the extent of the inland waterways and borrowed books on the subject. This fired their enthusiasm and they bought a glass fibre boat, Nauticus, soon to be followed by a 50 ft. Davison narrowboat. Through social contact with John Maynard they joined the HCS, and Lesley was coaxed into doing the envelopes on a 'temporary' basis. The temporary basis has lasted three years so far.



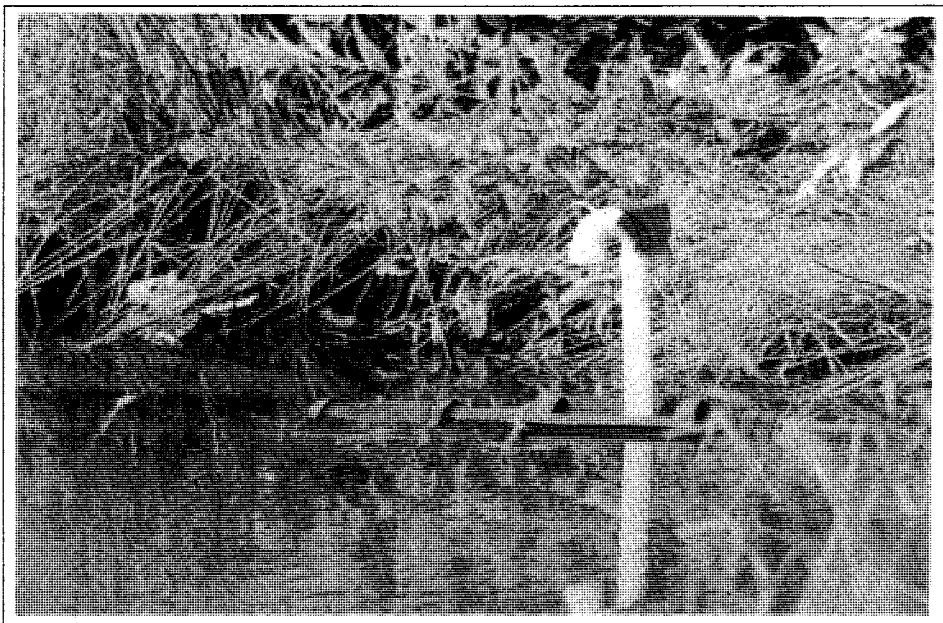
The Bests moor their boat at Mirfield on the Calder & Heble navigation, and are keen to see full restoration of both the Huddersfield Narrow and the Rochdale Canals, to give them access to the main system. "Dying to see it open" was the expression used.

Lesley is a teaching assistant at an infants' school.

IT MAY APPEAR that little has been happening on the boat scene over the past twelve months. But Ron, Alan, Frank, Steve and Gay have been doing a fair bit of bow-hauling for most of the season. The locks are now able to be passed through in six minutes.

Benji has also made a brief appearance in "First of the Summer Wine" by being bows-hauled this time. (Come back Sue and Tanner!)

Also, with the aid of a B.W. tunnel boat (thanks to Danny and Fred) which was used as a safety camera boat in a special stunt, a stunt man was lowered by ropes and pulleys over the bridge at Sparth to retrieve a bayonet from Foggy's rifle. This resulted in a superb episode. If anyone finds another bayonet, it's worth a fortune!

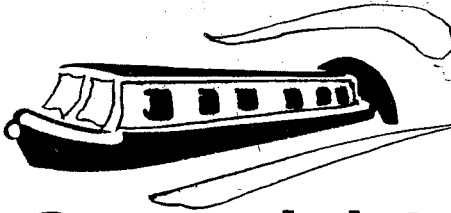


Utterthwaite Submarine

Leaving our chief out of this article would be unfair. Seymour and Wesley were here on a special mission, not the obvious one to save the Society a few bob by using the "Utterthwaite Submarine" through the pipes at the remaining blockages. The real reason was the possibility of connecting the subs dual periscope to the Railway Hotel, enabling cruising and pleasure to be enjoyed together. All hands to the pumps! Cheers, Brian!

IAN FRANCE

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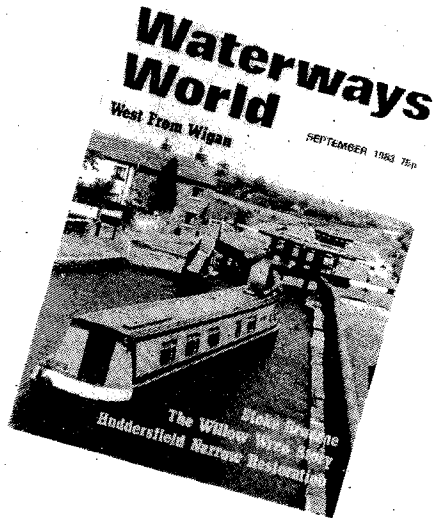
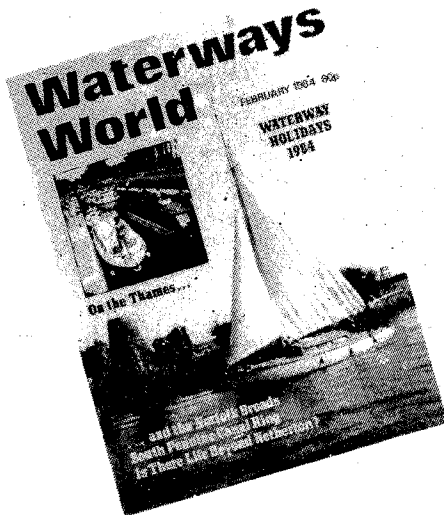
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I AM CONSCIOUS OF BEING GUILTY of not keeping Society members informed of the progress of the West Side Employment Training schemes recently. That was an inevitable consequence of the long deliberations by your Council of Management and the Board of Tameside Canals, and negotiations with Oldham Council, British Waterways and the Training Commission. Until decisions were made there was simply nothing to report.

At last, however, the story can be told, so please read on ...

BACKGROUND

The programme for restoring the bulk of the canal on the west side of the Pennines was designed to be carried out by two projects using Community Programme labour - Oldham Council's scheme to restore the canal in Saddleworth, and the Society's subsidiary, Tameside Canals Ltd's scheme to restore the canal in Tameside.

The replacement of the Manpower Services Commission and Community Programme by the Training Commission and Employment Training (E.T.) last year has had a significant effect on these projects. The lack of general building operative trainees resulted in a dramatic slowdown in the rate of progress, and in expensive plant being hired for longer periods than necessary. These problems were exacerbated by the diversion of effort from canal restoration to setting up and running training programmes. (It's hardly fair to criticise as the *raison d'être* of E.T. is training, whereas C.P. was simply about job creation). To improve the work rate by Tameside Canals, the Society took on additional full time staff during the year. In August, Tameside Canals staff began helping the Oldham scheme cope with the labour shortage problem.

1989/90 PROGRAMME

After considerable discussion, it was apparent that the only sensible way forward was to combine the two schemes. The Society could not afford to fund two small workforces (neither of which would be large enough to employ, for instance, a driver or dredger operator) and a small canal restoration workforce would be unrelated to the remainder of Oldham Council's E.T. scheme. The Society has, therefore, since September 1989, taken over the operation of all the west side E.T. project through its subsidiary company, which has been renamed H.C.S. Restoration Ltd. In addition to its own trainees, it is hoped Oldham Council trainees will be on placement to the scheme. For management and financial reasons, a separate company, H.C.S. Training Ltd., is being set up to be responsible for the training element of the programme. Both companies are wholly owned subsidiaries of the Society.

This year the scheme will operate as a Training Manager in its own right under contract from the Training Commission, unlike previous years when we subcontracted to Tameside MBC for Community Programme and then to J. Jarvis & Sons plc for E.T. We felt that we had sufficient experience to stand on our own, and that this was the best financial option.

Directors of the two Companies are: Trevor Ellis (HCS Restoration only), Keith Gibson, Guy Martin (Inland Waterways Association), Brian Minor, Frank Ruffley (the Chairman of Tameside Canals Ltd.), David Sumner, Alex Thomson (Manager, Special Employment Schemes, British Waterways), Les Winnard & Stephen Whitby (the Project Manager of Tameside Canals, who has now been appointed as Managing Director of both companies). We are also hoping to attract a small number of local business/industrial people to the Board of HCS Training to help give it a commercial approach.

A total of 21 staff are proposed (certain posts are unfilled initially) of whom 9 will be employed full time on the canal and 4 will be shared between restoration and training (the Managing Director, a driver and 2 Admin/Clerical posts). An organisation chart is included with this article, so that you can see who you employ and what they do. HCS

Restoration Ltd. will continue to have very close links with officers of Oldham and Tameside Councils - just as Tameside Canals and the Oldham E.T. scheme had before.

Work is initially concentrated on the canal between Locks 15 and 17 West (in Tameside) and Locks 18 and 20 West (in Oldham). A considerably increased workrate over that achieved in the first year of E.T. is anticipated; indeed the rapid progress already made on Locks 15 and 17 is evidence of that.

The cost of the scheme from September 1989 to August 1990 is expected to be around £250,000, of which about £140,000 is represented by wage costs, etc., attributable to HCS Restoration Ltd. It is hoped that HCS Training Ltd. will make a profit - but the costs of running a small E.T. scheme (106 trainees at the end of September and about 150 maximum if we are very successful) are such that, at best, this can only be small, and the risks are significant because many factors (e.g. the number of Training Managers) are outside of our control.

So as to improve the quality of training offered and the profit potential, HCS Training Ltd. will seek to specialise in those elements of training it proves best able to carry out, provided that at least some of the training offered can include on the job training on the canal. You will see from the organisation chart that, at least initially, it is intended to concentrate on bricklaying, joinery and computing. Yes, I did say "computing"! It may seem remote from canal restoration, but there is a demand for it! (We became involved following the appointment of Bob Gough, a computer expert with an ecology background, when we needed to be able to deal with large amounts of data regarding plant species and distribution after the designation of the canal as a Site of Special Scientific Interest in Tameside.) You may wonder whether the involvement in training remains worthwhile. Despite the wage costs now carried by the scheme, work carried out by trainees is still "free" to the project. Also, without trainees it is doubtful whether British Waterways would feel free to allow an outside body to work on the canal.

In addition to the operational costs of the two companies, further investment may be necessary. The Society has already purchased a Leyland DAF 400 crew cab truck with a crane for loading/unloading, because over a period of time significant savings are made compared to hire costs, to add to the fleet inherited from the original MSC scheme of two Bedford "Astra" vans and a Vauxhall "Astra" estate car. If other similar savings can be made, bearing in mind the maintenance and insurance costs, the problems of vandalism and the loss of interest on our capital, then we shall acquire plant. Employment Training is currently based at the Society's office at 239 Mossley Road, Ashton, and in two nearby workshop units which are on a short period rental. This accommodation is cramped and we may have to find larger more convenient premises, which could be an expensive business, although that may be balanced to some extent by not paying the current rentals.

For the moment the Society is standing the extra labour costs of E.T. During the first year of E.T. this had no appreciable effect on the Society's capital, because the slow work rate reduced expenditure on materials, and because the financial arrangements in year one of E.T. allowed us to make a reasonable profit from training. This situation is unlikely to continue in that we need to increase the work rate of restoration, and the financial arrangements for the second year of E.T. give us no guarantee of profits from training. **It is essential, therefore, that Oldham and Tameside Councils and British Waterways continue to provide financial support to the scheme - thus sharing the burden of E.T.,** but allowing restoration to continue, providing full-time employment for up to 21 staff and training opportunities for up to 150 HCS Training Ltd. trainees, plus trainees on placement from Oldham Council.

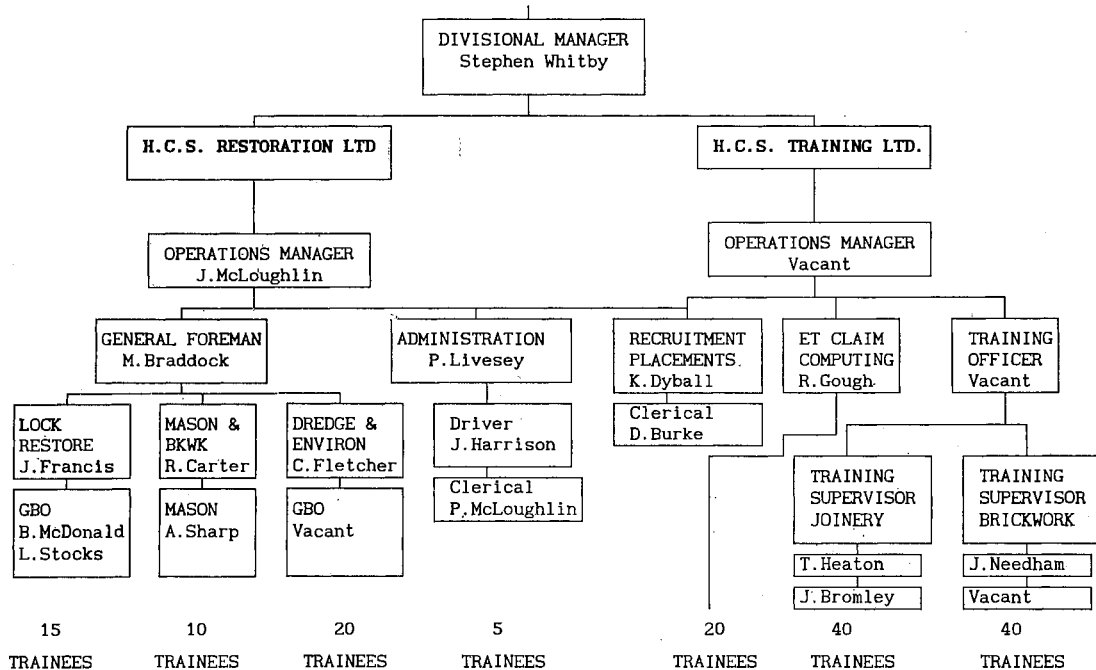
FUTURE PROGRESS

Society members will recall that we have submitted applications for European Regional Development Fund money towards the West Side E.T. restoration programme and other west side work. That whole batch of applications made under the Mersey Basin Campaign remains undetermined. Despite our success in obtaining significant E.R.D.F. grant-aid towards the Standedge Tunnel Survey, and our belief in the eligibility of our applications, it is expected that the total funding available to the voluntary sector will be severely restricted. If true, this will naturally have an effect on the progress of restoration.

Apart from the delay to the E.T. programme, no decisions can be made, for instance, on the timing or funding of replacement bridges at Manns Wharf, Frenches, Wade Lock or Wool

HUDDERSFIELD CANAL SOCIETY

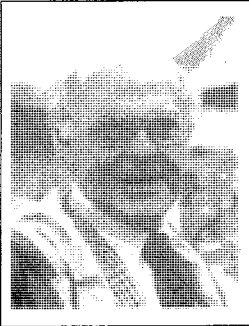
Organisation Chart



Read, although Oldham Council's Technical Services Directorate is to proceed from the survey work to the design of these bridges as staff resources allow. When decisions are eventually made on the E.R.D.F. applications, we will prepare a new work programme and consider how best to deal with the present shortfall in finance as a result of the costs of E.T., a situation which will be considerably worse if we receive no grant-aid or only a small grant.

KEITH GIBSON

THE STAN'EDGE TUNNEL AND EXPERIENCE REPORTS



The results of our Ove Arup survey of Standedge Tunnel are about to be published. Here is a tantalising preview from Mike Thompson, our highly prized Consultant, to whet your appetite for the full report. Ed.

That OA and L & R have yet to produce their final report is of little import.

It is merely and mildly unfortunate or careless that this Christmas edition cannot coincide with or wait for the final reports. My simple aim was to have both reports explained in PLink by the contractors and then in the following issue let loose your incisive, perceptive and erudite Project Officer, Keith Gibson, who as master planner, management adviser,

director, comptroller of the Society, heart and mind and social financier, would give the critique – the kiss of life – or death. But it was not to be.

Seriously, the problem is that on October 5th – it was at Council last night I was instructed – I do not have the final reports. Such reports arrive on October 26th to be presented to the Steering Committee who commissioned the Study. At that time only will they arrive with a weighty thump on the floor of Tameside offices.

Those with perception, however, Chairman David, Council, Councillors and John Maynard, etc., etc., ask, how do you know it will be weighty? In fairness, I do have a draft. It does weigh in at 26 lbs (11.8 kg.). It currently comprises 500 pages of A4 text, photos and diagrams in three volumes and is supported by eight appendices in A3 format, giving a metre and metre appraisal of the tunnel; and adits, profiles, sections, geology and geotechnical considerations, conditions and repair schedules – probing information, plans, sections, tables.

It is a pretty impressive draft and not just weight wise. It should give our contractors a good foundation on which to base their repair/renovation costs – ah – that's what you want; but I have already said it is a draft and it is still incomplete.

Nevertheless, I do appreciate that by the time you read this, the type created by the world's leading press officer Alec Ramsden is likely to have reached gargantuan proportions and led by the said AR the civilised world, less or including Yorks and/or Lancs as the mood takes you, is likely to be clamouring to subscribe to a more successful tunnel venture than the troubled mole run across La Manche – and we should with these reports have more success financially and technically!

AR says, and who better to get their itchy little hands on this information, that the rumours creeping out are so far correct. If so, who am I to disagree with £5 - £8m, plus of course VAT supervision costs, B of Q's, extra and overs and 7.5 PC sums.

This estimate will be broken down into first the cost just for the transfer of water, and secondly for the cost of opening up the tunnel for through public navigation – with an intermediate cost of allowing the L & R developed Stan'edge Experience, which is our in and out of the tunnel trip.

You will remember it was our requirement to have both contractors (OA and L & R) working closely together so that their joint proposals held water. I am delighted to say that as far as I am concerned this worked excellently and we are still afloat and talking to

one another.

Back to the costs, which will also need as far as possible to be apportioned between our partners British Waterways, and British Rail, the latter being involved in both an historical, legal and statutory and physical sense, through taking over the canal then being split off; with the eight shafts and six adits and the extension of the canal tunnel at Diggle to allow the 1894 twin rail track to be built.

How the Trogs managed and what they found in the tunnel in detail will have to wait for a much fuller report (Ed. might publish a special edition of PLink!), but since Trog One (Glyn Walton – PLink No. 88, July/Aug. 89, p.5) wrote, the tunnel has been more or less dewatered. This has revealed a substantial amount of hard and soft debris and a computed 20,000 cubic metres of high quality silt! The lined sections to the untutored eye look reasonable, even good below the invert level, and as 60% of our tunnel is lined, that is a relief.

In these lined sections, and through the oily, sooty black stuff, it must have been relatively easy to put in the chainage marks at 10m. intervals. Hammering pins into friable rock, however, would not fill me with confidence or enthusiasm.

At the chainage points – incidentally nothing to do with 22 yards or cricket pitches – measurements were made to produce the tunnel profile, tie up the geology with geotechnical investigations especially at the fault and other critical line areas, look at the effects of pressure climate and water on both structures and rock.

Expect also to see covered in detail ventilation and the effect of fumes, toxic and acidic reaction in brick and stone work and rock, timber decay, methods of stabilising diverse rock areas, Red Brook ventilation shaft, and the Marsden Portal, but all this technical stuff can be much better written up by the experts.

Don't forget either the Stan'edge Experience – and look out for what could be the catch of the century in terms of visitor attraction, and really help to get the tunnel project off the ground.

A photographic record complements this unique investigation, as does a video of immense length, reputedly more than double "Gone With the Wind" proportions, plus closed circuit video in the shafts. All will produce a superb historical record and be reduced for the likes of you and me to a manageable 15–20 minutes. (Order your copies now!)

We have, or will have shortly, the first ever complete record of this magnificent feat of almost 200 years ago. Our contractors have completed the first ever full investigation of this superb canal structure and it will be more than adequately documented.

It will be a fitting tribute to those workers who coughed, spluttered and blasted their way through the Pennines to form the highest and longest canal tunnel in the country, at a cost of £123,804 to the shareholders and a mere doubling of the original Benjamin Outram estimate.

Two things stand out over the past 10 months. Rarely have I worked in such a good atmosphere (and never in a tunnel); thanks to our contractors and their able lieutenants Glyn Walton and Nigel, etc., not forgetting Keith Seago; also to Annette Yates of L & R for a lot of things, as well as for the report, e.g., her humour, which is of course east coast.

Who else do I thank? Everyone: EC, D of E, MBC, Councils and Councillors, MPs and MEPs, Cyril Villiers at the Sports Council and members of HCS, with a special

word for British Waterways' Brian Haskins, 'our' engineer, and Malcolm Stakes, a BWB Chief Trog who propped us up on every conceivable occasion.

Secondly, having now seen some tunnel problems, looked at the report and been informed of another rock fall since the completion of the tunnel survey, I understand why Trog One made safety his paramount concern. British Waterways, British Rail, the Health and Safety Executive and O.A.'s own tunnel safety experts all rightly had a say in personal safety, which gives a whole new meaning to the well known phrase:- "Only fools rush in where Trogs fear to tread".

Yours in hope and trepidation, M. Alexander Pope-Thompson

DIGGLE RESTORATION



AS PREDICTED in the last issue of 'Pennine Link', we are now working on the offside wall of lock 32W. Some re-building has been done, but we have had problems with the supply of a replacement for the missing 'hollow quoin'; the job has now been transferred to Tameside Canals Ltd. and should hopefully be complete by the time this appears in print.

Those familiar with lock 32W, which is the west summit lock, not far from the end of Standedge Tunnel, will know that it was 'cascaded' at some time after the closure of the canal. That is to say that the tail end of the lock was largely demolished into the chamber, resulting in the walls stepping down in height along the length of the lock. The infilling of the chamber was then completed to about two feet below the walls and concreted, producing a series of small 'waterfalls.' We removed most of the concrete and infill last year.

The net result of the cascading is that we will have to rebuild the lock starting at the lowest point, the tail, and replace progressively longer courses as the work proceeds.

Future dates are:

Nov.	5	Nov.	19
Dec.	3	Dec.	17
Jan.	7	Jan.	21
Feb.	4	Feb.	18

TREVOR ELLIS

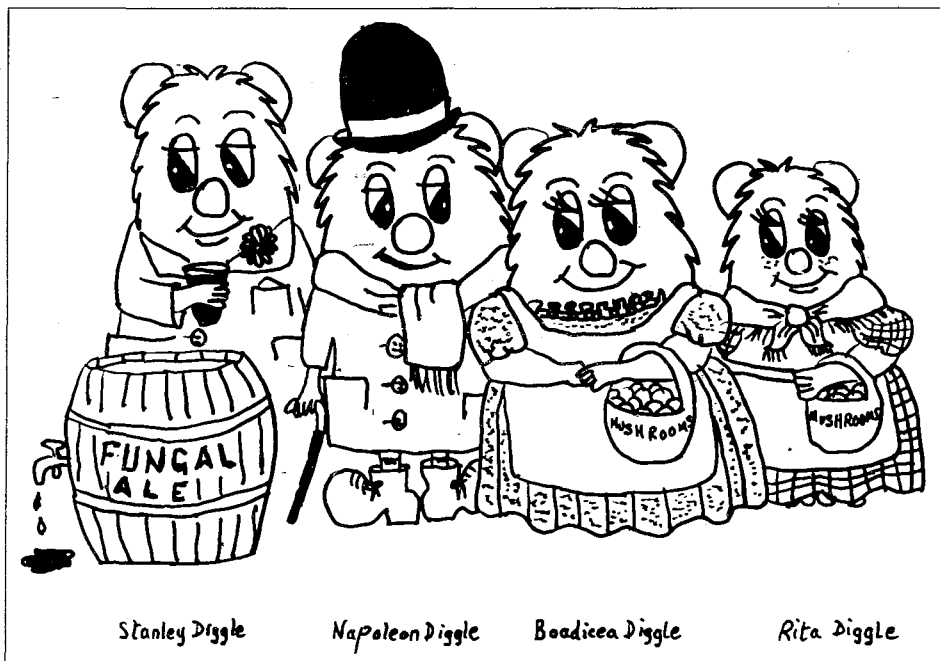
WHO ARE THE DIGGLES?

Many centuries ago the Diggles – a shy, homely race – were driven from Scandinavia by the marauding Wegis. Eventually they settled deep in natural caverns at Standedge. This place became known as Diggle.

For generations the Diggles kept to themselves, living off mushrooms which they grew in their caves. In 1809 the Standedge tunnel was built for the Huddersfield Narrow Canal. The Diggles welcomed this because it passed through their caves enabling them to trade with Lancashire and Yorkshire; many narrow boats loaded with mushrooms went to Huddersfield and Manchester.

Unfortunately, there were some accidents. In 1869 Archimedes Diggle, whilst collecting mushrooms, accidentally dislodged a boulder and sank a boat belonging to the railway company. The following year a gunpowder boat blew up in the tunnel 100 yards from the Marsden end. It is not generally known that Napoleon Diggle was seen shortly before the explosion about to light his pipe.

For a time the Diggles made sticks of Diggle and Standedge rock for the tourists, but nowadays they keep to themselves and are rarely seen. However, if you are leaving a public house near Marsden or Diggle just after closing time, you might be lucky enough to spot a Diggle or two scampering towards the tunnel.



THE FINE WEATHER and a crowd which swelled over the weekend at Aspley on the 2nd and 3rd September has now given us a well established Canal Festival in Kirklees. Doreen was the first boat to emerge from under Wakefield Road bridge, to be greeted by the horns of the South Pennine Boat Club. Then the Deputy Mayor of Kirklees, Councillor D. Wright, inspected a well turned out Sea Cadets' guard of honour.

The official opening took place round by the British Waterways pagoda.. Along with other dignitaries was Michael Aldridge (Seymour of Summer Wine fame), whose heart-warming words of encouragement started the proceedings. Chichester, the area from which Mr. Aldridge hails, also has a canal where restoration work has been happening. Councillor Wright then handed over to M.P. Barry Sheerman, who put the Channel Tunnel to shame when it was compared with the Standedge!

Then it was off to Marsden for the V.I.P.s Reception, leaving the public to be entertained by such delights as the Warren Band, Hartshead Morris Team and a juggler, along with a model boat display, a model railway, a canoe race and of course the "goodies" available at the craft fair.

Michael Aldridge unfortunately had to return to his hotel to learn his lines (strange for a retired headmaster), but Gordon Whalmby (Wesley) amused the party on the upper deck of the bus with his little story of what he used to get up to on the Ashton Canal in his younger days.

Frank Smith was allowed on this special occasion to take the controls of "Benji" without supervision. May I say that he did an excellent job, from Lock 42 to Tunnel End Cottages, whilst Eric Foulds gave a brief history and restoration to date on the East Side.

On our return to Aspley, boats Doreen and E. Austen Johnstone were giving trips, whilst a strange combination of dredging and jazz was taking place, with a large crowd enjoying the hospitality of the Montana Exchange. Mikron Theatre Company provided the entertainment on the Saturday evening to a packed house, when every ton of iron and rivet of the Anderton boat lift were mentioned in "Rise and Fall".

I was asked to present the boat prizes on the Sunday morning on behalf of the Montana Exchange. These were for the best turned out boat and the longest distance travelled to the Festival (which was from Lincoln).

Slubbing Billy (no - it's not a Colne Valley goat) danced, to be followed by the sweet tones of Lockwood Bank and then clowns.

But the highlight of the day must have been the duck race. The start was from Julian and Cora Beckwith's narrowboat, with the aid of a jet of water from a vintage fire engine. The brain behind this event, Rod Dailey, had his wife's clothes prop rigged with a flag for the finishing line at the Wakefield Road Bridge.

Then, after doling out the prizes and returning the market stalls, it was off home to relax and try and remember who we really were! This is being achieved by planning next year's Festival.

IAN FRANCE



OPENING CEREMONY:

MICHAEL ALDRIDGE

Photo : Eric Woulds



**IAN FRANCE and
STEVE QUILTER**



OPENING CEREMONY:
KIRKLEES DEPUTY MAYOR
Councillor D. Wright
Barry Sheerman, M.P.
and Ken Goodwin

Photo: Eric Woulds

P·E·N·N·I·N·E · L·I·N·K

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MEMBER BEFORE
THE NEXT ISSUE**

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I/We wish to join the Huddersfield Canal Society.

Name/s _____

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Postcode _____ Telephone _____

Occupation _____

Amount enclosed £ _____ Cheque/PO/Cash _____

I heard about the Society from _____

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

**To: Membership Secretary,
Huddersfield Canal Society,
10 Hightown Lane, Holmfirth,
Huddersfield, HO7 1HY**

**CHRISTMAS SOCIAL
NOTICE OVERLEAF**

**PLEASE FILL IN NOW –
BEFORE YOU FORGET!**

HUDDERSFIELD CANAL SOCIETY

Christmas Social

To: Frank Smith, H.C.S.

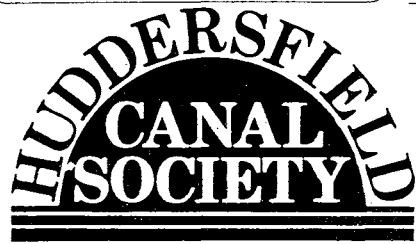
Please send me _____ ticket/s for the Huddersfield Canal Society Christmas Social on Friday, 18th December. I enclose £ _____ in payment.

Name _____

Address _____

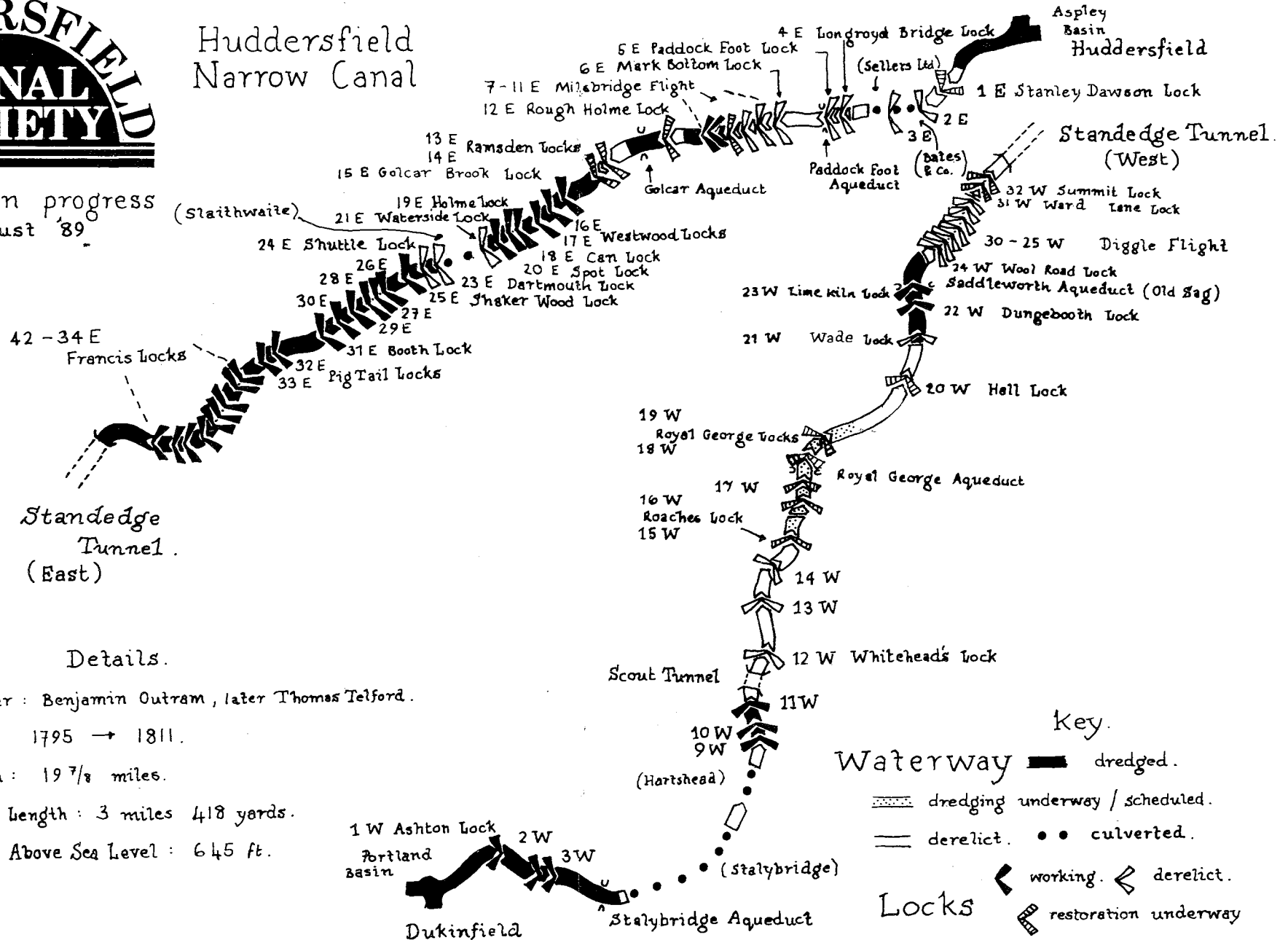
Please make cheques payable to Huddersfield Canal Society Ltd.

To:- Mr. Frank Smith,
Huddersfield Canal Society Ltd.
239 Mossley Road,
Ashton-under-Lyne, Lancs.,
OL6 6LN.



restoration progress
August '89

Huddersfield
Narrow Canal



Standedge
Tunnel.
(East)

Details.

Engineer : Benjamin Outram , later Thomas Telford .

Built : 1795 → 1811 .

Length : 19 7/8 miles .

Tunnel Length : 3 miles 418 yards .

Height Above Sea Level : 645 ft .

a.f.

Key.

- Waterway dredged.
- dredging underway / scheduled.
- derelict.
- culverted.
- Locks working. derelict.
- restoration underway



HUDDERSFIELD CANAL SOCIETY *Christmas Social*

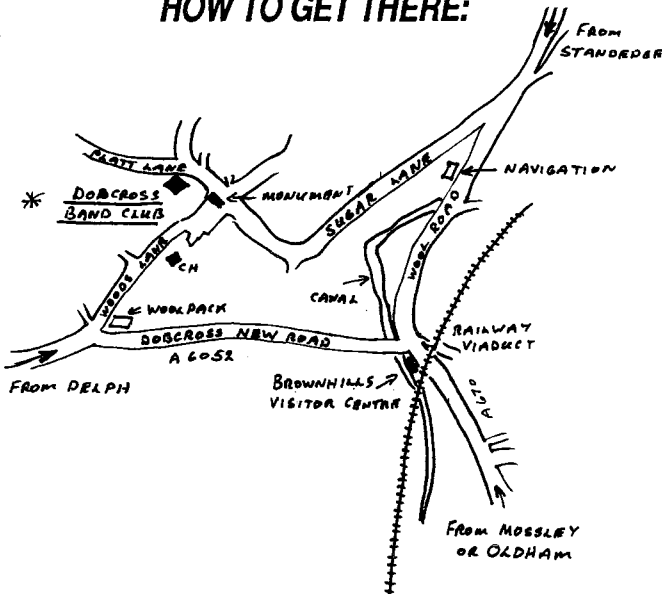
Interest has been created for us to go ahead and organise the social on behalf of Society Members.

It is to be held at the Dobcross Band & Social Club, Woods Lane, Dobcross, on Friday 15th December, commencing at 8 pm.

Although tickets will be available on the night, it would be greatly appreciated if members who are intending to come, and who have not already completed an application form, would do so at the earliest opportunity. This will enable us to cater sufficiently for everyone.

TICKETS £3.00 from Frank Smith (see application form)

HOW TO GET THERE:



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Intentionally blank

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Huddersfield Towpath Guide	£1.00 + 30p p & p
Lancashire Waterways	£1.75 + 35p p & p
Yorkshire Waterways	£1.75 + 35p p & p
Discovering Canals in Britain	£1.50 + 30p p & p
Wild Flowers of Waterways and Marshes	50p + 30p p & p
Observers Book of Canals	£3.95 + 35p p & p
Canals & Waterways	£2.95 + 30p p & p
A Short History of the Narrowboat	£1.50 + 30p p & p
Roses & Castles	£1.95 + 30p p & p
Canal Barges & Narrowboats	£1.25 + 30p p & p
Canal Architecture	£1.75 + 30p p & p
Rochdale Canal Book	£1.15 + 30p p & p

OTHER SALE ITEMS:

HCS Sweatshirts: S, M, L & XL	Various Colours - check	£8.95 + 50p p & p
" " " " " " " " " " " "	XXL Pale blue only	£9.50 + 50p p & p
HCS Tee Shirts: S, M, L & XL	Red & blue logo on white	£4.50 + 30p p & p
Digglettes with "I swam through Standedge Tunnel" label		35p + SAE

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set of three	£12.00

Please write or phone for details of postage

ORDER FORM OVERLEAF

* WINNING NUMBERS *

We would like to take this opportunity to thank everyone involved with this year's highly successful raffle. We are especially grateful to Peak & Pennine (Outdoor Equipment Suppliers in Huddersfield), without whose generosity in sponsoring the raffle our magnificent profit of £300 would not have been reached. Compared to last year, the response from members in returning ticket stubs and money was magnificent. However, when you consider that £1000 worth of tickets was distributed via Pennine Link . . .

Before moving on to the list of winning numbers we have a couple of apologies to make. Firstly to the gentleman from 'down South' who asked for another five books of tickets - our baby-sitter 'tidied up' the piece of paper containing your name and address! Secondly to the three people who donated the anonymous prizes listed below - guess which piece of paper your names were on!

And now the moment you have all been waiting for, the winners. Alongside the numbers you will find the donators of the prizes. As they have been so kind as to help us, would you please consider giving them your custom in the future?

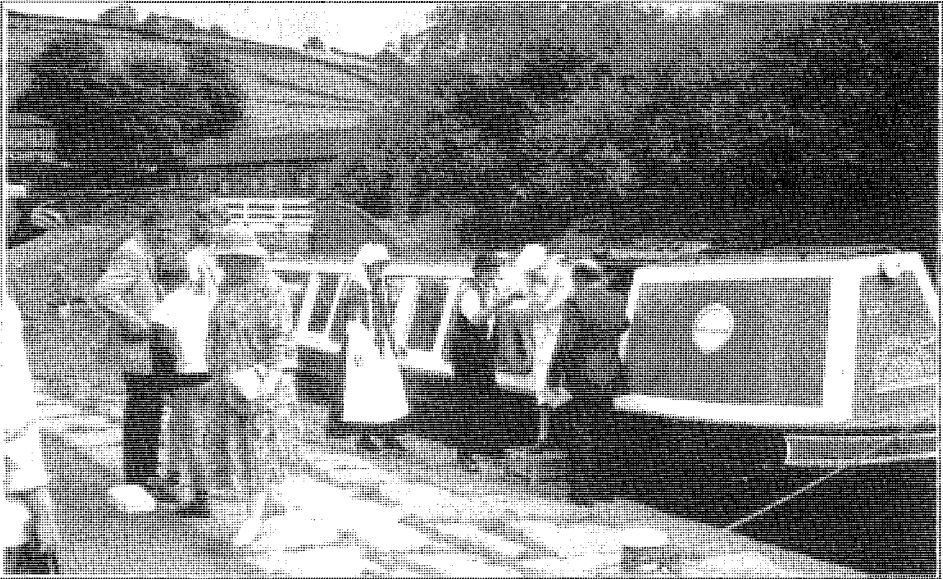
- | | |
|-------|---|
| 9661 | Inflatable Dinghy - Aspley Wharfe Marina, Southgate |
| 4725 | Rally Jacket - Brockholes Motor Company, Southgate |
| 7471 | Lemon Bath Oil - Dodd's, King Street |
| 2432 | Wyborows Vodka - Flyboat Public House, Aspley |
| 7121 | Dewar's Whisky - Wharf Hotel, Aspley |
| 13288 | Bell's Whisky - Carl Dawson (son of Stanley, ex-Mayor) |
| 8371 | Cream Sherry - Anon |
| 8348 | Famous Grouse Whisky - Anon |
| 8165 | Creme de Cassis - Anon |
| 10002 | Edith Piaf Album - Peak & Pennine, Crosland Moor |
| 7143 | TSOP Cassette - Peak & Pennine |
| 9081 | Box of Glasses - College Arms |
| 2657 | Marks & Spencer voucher - Anon |
| 11722 | Marks & Spencer voucher - Anon |
| 7314 | Wholefood Cake - The Blue Rooms Restaurant, Byrom Arcade |
| 13008 | Sports Holdall - Huddersfield Examiner |
| 3652 | Toilet Roll Holder - Ashton Canals Festival (a subtle message?) |
| 2037 | Mikron Theatre Record: "Over the Top" - Mikron Theatre |
| 7209 | Mikron Script: "Flight of Fancy" - Mikron Theatre |
| 4031 | Canal Festival Plaque - Kirklees Canal Festival (better than a toilet roll holder, eh?) |

WINNERS OF MODEL BOATS are Nos.209 & 46 - Tel. 0484 518974

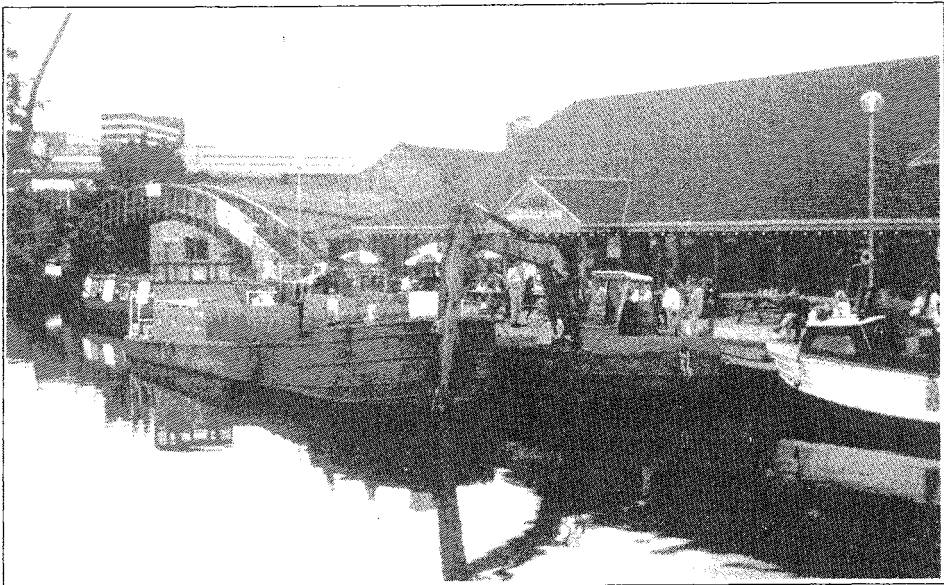
Lastly, we feel that Alwyn's (our dear Editor) holiday should not pass unnoticed. Why? Because during the holiday he put 1000 books of raffle tickets into 1000 Pennine Links into 1000 envelopes and then carried them to a post office. Amazing how relaxing a canal holiday can be!

DAVE & DIANE CALVERLEY

P.S. Any volunteers to run the raffle next year? We are involved in 'site management'.



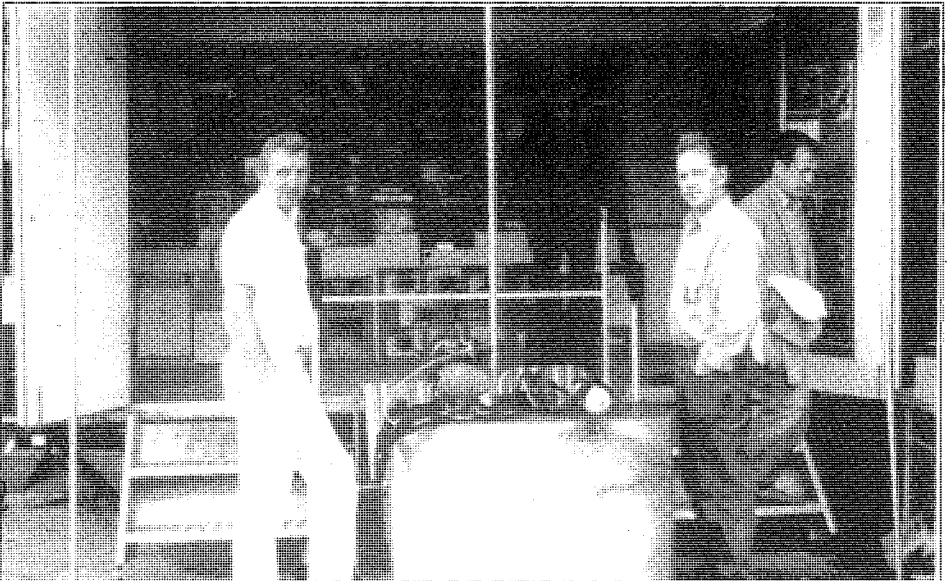
MAYOR OF TAMESIDE aboard Benji, Kirklees Festival VIP, with Ian France and Steve & Gay Quilter



The "BROAD CANAL" SECTION OF FESTIVAL SITE. BWB Grab Dredger and Hopper give dredging demonstrations. "Montana Exchange" Restaurant on right is one of our generous sponsors. Photo: Geoff Brown



"SLUBBING BILLY" DANCERS Photo: Geoff Brown

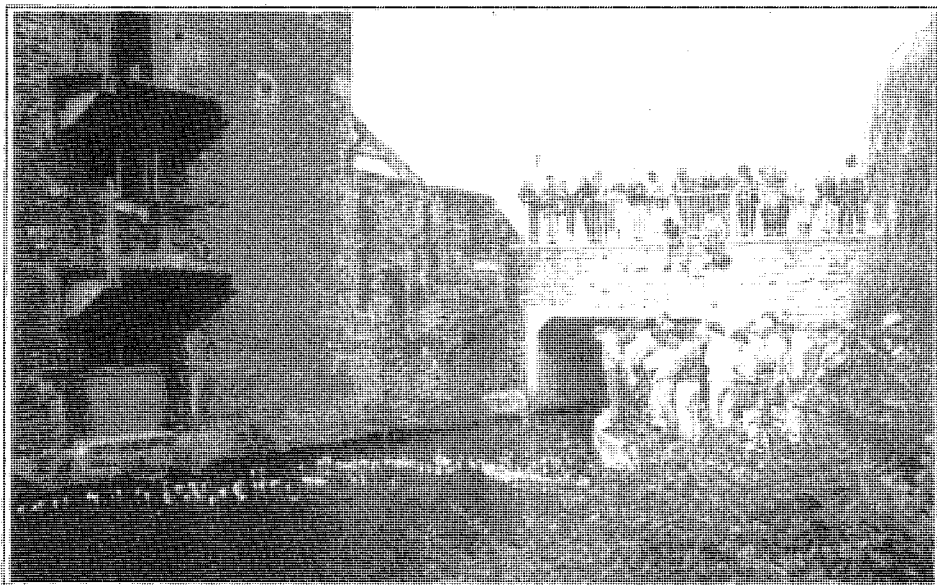


BWB MINING SECTION EXHIBIT: Mining Engineers Ken Baker (L) and Graham Holland. Photo: Geoff Brown

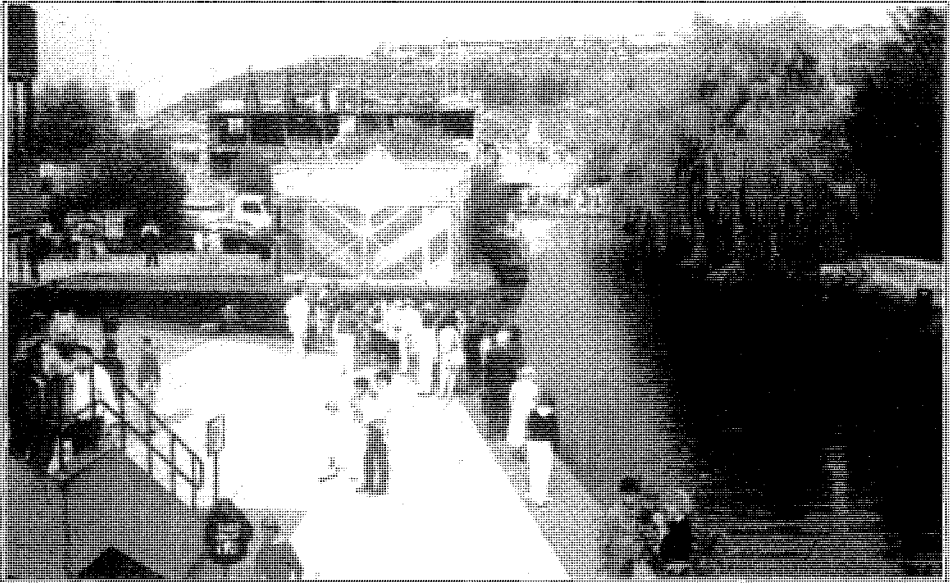


Centre: FESTIVAL CHAIRMAN IAN FRANCE, with (R) MALCOLM & SUSAN WEBSTER, Winner of "Best Boat" prize (boat "Yorky") and (L) Crew of "Kelly" (Lincoln winners of "Longest Voyage") – DAVID & YVONNE PULLEN & FAMILY

Photo: Geoff Brown



THE GREAT DUCK RACE



View E. at Festival Site. A crowd watches finish of Duck Race by Wakefield Road Bridge. BWB Pagoda in centre. Old stone warehouse behind, undergoing major rebuilding. Photo: Geoff Brown

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You humans are so hard to train - you're supposed to bring the stick back!

I have had only one reply for this caption competition, which makes me wonder if there is life beyond the post office counter the PLinks pass over. I will have another try. Make my day - send me a caption! Ed.



A PRIZE OF THE BOOK "PENNINE PASSAGE" WILL BE AWARDED TO THE SENDER OF THE MOST APT AND AMUSING CAPTION TO THE ABOVE PHOTO. THE RUNNER-UP WILL RECEIVE A HCS T SHIRT CAPTIONS TO THE EDITOR, STATING NAME AND ADDRESS

Dear Sir,

On August 9th I attended a Huddersfield Canal Society meeting at the Cross Keys, Uppermill. It was a slide show, "Further Adventures of Doreen", presented by members of the Calder Navigation Society. Although scheduled to start at 8 pm., the attendance was so poor it was delayed until 8.30 pm., in the hope that more people would come.

The show lasted, with a break, until 11 pm. It was full of interest for canal enthusiasts and provoked much reminiscence throughout the evening, but when it was over there was neither applause nor a vote of thanks to reward the lecturers for their efforts in preparation and presentation, to say nothing of actually finding the place.

Is this the way HCS members usually behave?

Yours faithfully,
Jill Noble

I am assured by Jack Carr, who is responsible for organising these meetings, that No, it is not the usual behaviour. As you say, the meeting was late starting and finished at 'chucking out time,' when everyone drifted off.

Sorry if you were disappointed, but please don't let it put you off. Try some more meetings and see, or better still, come to the Christmas party in Dobcross. Ed.

Dear Editor,

Standedge Tunnel is reported on frequently in Pennine Link. As it is such a major feature of the Narrow Canal that doesn't surprise me.

However, canal books show that there's another tunnel on the Huddersfield Narrow Canal - 220 yards long and with a towpath - Scout Tunnel. I've seen it from the railway across the valley and both portals appear to be bricked up above water level.

I'm a bit worried; restoration of locks 9, 10, 11W is complete, and progress is steadily made from lock 20W down towards 12W. Has anybody involved noticed that there's a blocked tunnel separating the two sections? It's certainly never been mentioned in Pennine Link . .

Perhaps you could investigate on behalf of your devoted readers and give us some information about Scout Tunnel. What's the condition of the structure (is the tunnel lined?) What plans does the Society have to reopen it, and how much will that cost?

Thanks for all your hard work on our behalf.

Yours sincerely,

Paul Forshaw

The Old Post Office, Churchover
Rugby, Warwickshire, CV23 0EG

Thank you for your letter Paul; let me put your mind at rest regarding Scout Tunnel. It has not been mentioned in P'Link because it does not pose many problems for reopening and is therefore not very newsworthy. I have spoken to Ian Fullerton of BW, who gives me the following answers to your questions:

(A) The tunnel is lined for a small section, about 20-30 yards from the west portal end. (B) The mining department want to do some 'rock cropping' of the unlined section; otherwise the condition is good. (C) Part of the towpath is missing, but no great problem. (D) All these jobs are in hand and expected to be complete within the next twelve months. Keep the letters coming. Ed.

Dear Alwyn,

May I use the pages of Pennine Link to openly criticise myself?

It is full of photographs and articles of 'them over there'. Rarely are 'we over here' mentioned. What sort of an editor is it who totally ignores that part of the system where most progress is being made?

But . . . whatever happened to that article I was going to write? I daily walk to work along the canal from Golcar to Milnsbridge; I have been going to put together a progress report for twelve months now. Most years I go on the canals for a holiday; now *that* would be interesting, wouldn't it?

As the editor of our Scout Group's magazine I know that an editor can only print two types of articles. Those which other people send in and those he writes himself. Many's the time I have written almost a complete newsletter and called it a Group effort.

Obviously, everyone else is totally happy with the magazine – otherwise someone else would have moaned.

How about East Side 'Officials' writing an article more regularly? Perhaps reports on meetings to try and attract a larger audience. And how about some 'long distance' members writing articles about what's happening in their neck of the woods?

Perhaps best of all, let's take that most popular of routes – apathy. Yes, that is probably going to be what we shall all vote for – leave everything to Alwyn, moan to ourselves and friends, but do nothing. . . . perhaps one day I'll send this letter!

Dave Calverley

1 Park Lane, Golcar, Huddersfield

It is usually the case that when someone raises a point such as Dave has done here that the same issue carries an antidote – see lots of news about Kirklees Festival and the East Side in these pages. Both sides of the Pennines are of equal importance, and Kirklees Council are heroes for their relentless march of restoration down the Colne Valley. However, the Society's own restoration efforts on the West Side – Steve Whitby and his professional team, and Trevor Ellis with his volunteers – tend to be more 'up front' as far as news is concerned. Trevor gives up at least two weekends a month with his grass roots pick and shovel gang, and deserves regular reporting. Having said that, Dave is quite right. I rely on people feeding me information to print. I am open to receive any articles and letters for consideration, including complaints and brickbats. So put pen to paper and let me know what you think.

Ed.

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Season's Greetings
to all our readers*

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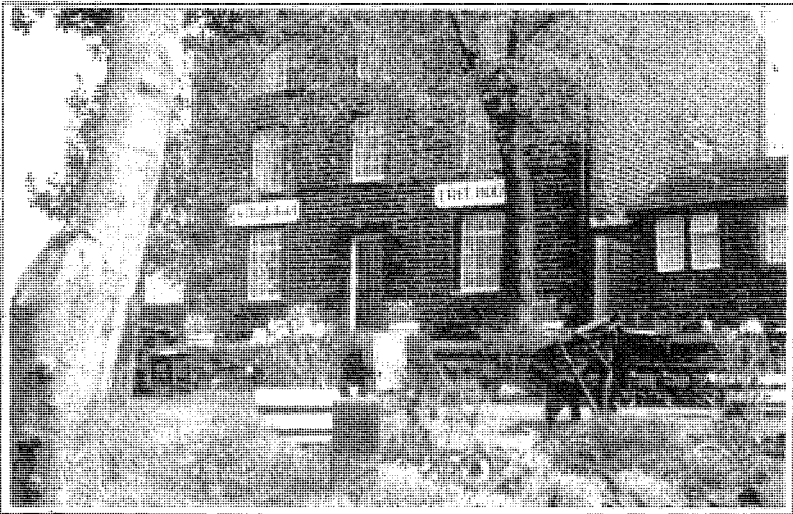
HCS Sweatshirts: S, M, L & XL	Various Colours - check	£8.95 + 50p p & p
" " XXL	Pale blue only	£9.50 + 50p p & p
HCS Tee Shirts: S, M, L & XL	Red & blue logo on white	£4.50 + 30p p & p
Digglettes with "I swam through Standedge Tunnel" label		35p + SAE

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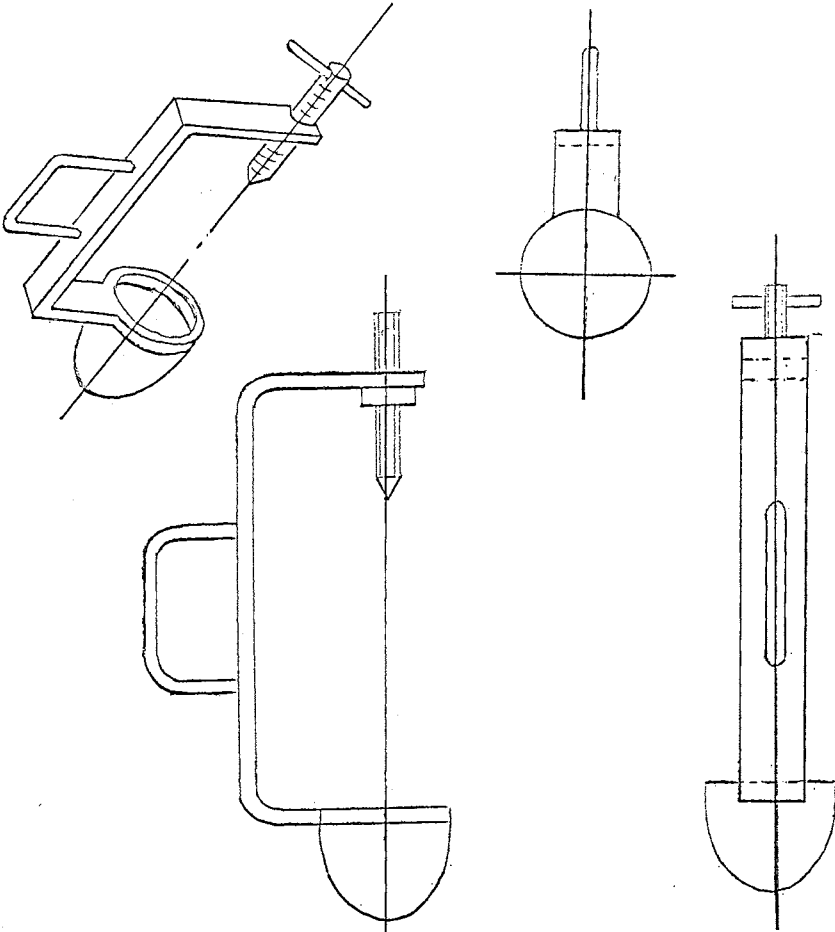
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Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr. Oldham
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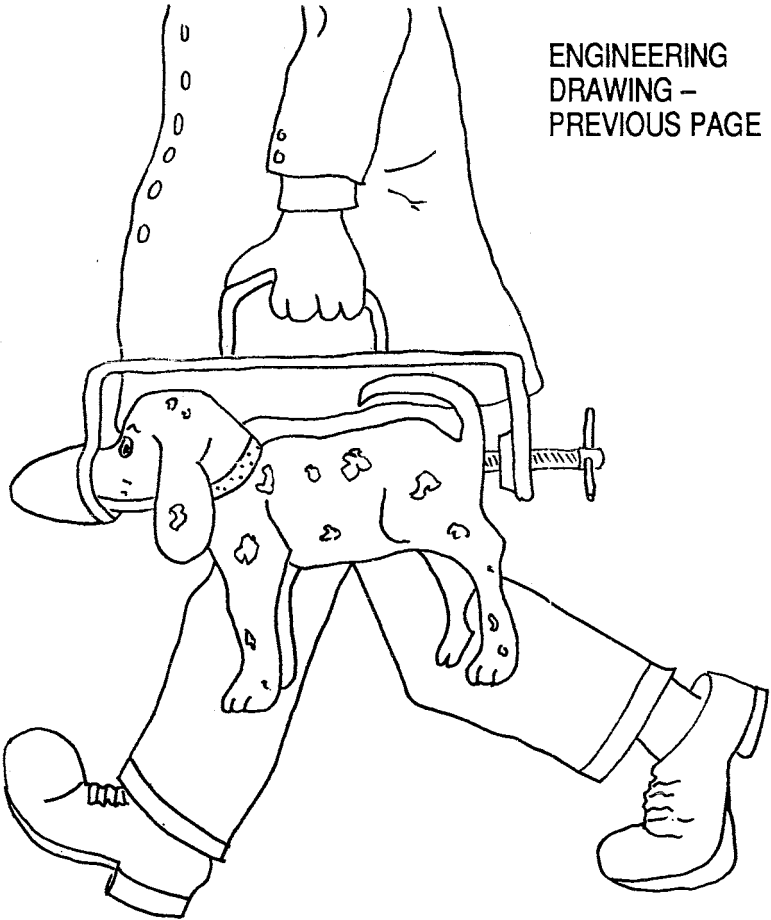
WHAT IS IT?

FIRST ANGLE PROJECTION



ANSWER OVERLEAF

WHAT WAS IT?



ENGINEERING
DRAWING –
PREVIOUS PAGE

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Sat & Sun: 10.30 am - 4 pm.

For details of activities, etc.

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	Per Issue	Per Six Issues
Quarter Page	£4.50	£22.50
Half Page	£8.25	£41.25
Full Page	£15.00	£75.00

NEXT PRESS DATE

Articles, Letters, etc. for the
January/February issue of
Pennine Link should reach the
Editor by 8th December 1989

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THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1715 Ms. F. Tipple, [REDACTED]
1716 Ms. Jayne M. Fewtrell, [REDACTED]
1717 Mr. & Mrs. Alan & Elaine Rogers, [REDACTED]
1718 Mrs. Julie Jakings & Mr. Les Jakings, [REDACTED]
1719 Mr. Brian Armitage, [REDACTED]
1720 Mr. Guy Phillip Nuttall, [REDACTED]
1721 Mr. Neil Morton, [REDACTED]
1722 Mr. Jeremy M. Nicholls, [REDACTED]
1723 Mr. Charles A. Branchini & Family, [REDACTED]
1724 Mr. Peter Anthony Green, [REDACTED]
1725 Mr. & Mrs. John & Kate Remfry, [REDACTED]
1726 Mrs. E.O. Ogborn & Mr. J. Rawcliffe, [REDACTED]
1727 Mr. & Mrs. Keith & Sally Denham, [REDACTED]
1728 Mr. John Edward Clayton, [REDACTED]
1729 Mr. & Mrs. Phillip & Patricia Dodson, [REDACTED]
1730 Mr. Paul J. Sutcliffe, [REDACTED]
1731 Mr. David Bendell, [REDACTED]
1732 Mr. J.S. Beaumont, [REDACTED]

*Gates being
fitted at Lock 19W
Royal George Lock*

Photo: Frank Smith



SPECIAL EVENTS - 1989-1990

EAST SIDE

WEST SIDE

Wednesday
13th Dec.

Joint Meeting, "The Cross Keys," Uppermill
Christmas Meeting

Wednesday
10th Jan.

TUNNEL VIDEO

"The Sair," Linthwaite
A short video film will be
shown of outside and in-
side Standedge Tunnel



General Meeting
"The Farrar's Arms"
Grasscroft, Oldham

Friday
19th Jan.

CEILIDH : Band, Food and Drink, at
Slaithwaite Leisure Centre - Admission £2.00 at the door
Especially welcome are people with two left feet!

Wednesday
14th Feb.

Joint East/West Meeting, "The Sair," Linthwaite
Lecture, Mrs. P. Beeden: "Water Highway to York"

Wednesday
14th Mar.

General Meeting
"The Sair," Linthwaite



TUNNEL VIDEO

"The Tollemache Arms,"
A short video film will be
shown of outside and in-
side Standedge Tunnel

Wednesday
11th April

Joint East/West Meeting, "The Cross Keys," Uppermill
Lecture, David Booth: "I.o.M. Steam Railway." (Provisional)

Wednesday
9th May

General Meeting
"The Sair," Linthwaite



General Meeting
"The Farrar's Arms,"
Grasscroft, Oldham

N.B. All meetings commence at 8.00 pm

"The Sair"	Hoyle Ing., Linthwaite, Huddersfield
"Cross Keys Inn"	Church Lane, Uppermill, Saddleworth
"Tollemache Arms"	Manchester Road, Mossley
"Farrars Arms"	Oldham