



PENNINE LINK

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FREE TO MEMBERS

50p

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Cover picture: Boats on the Stalybridge arm of the Ashton Canal
at the 1989 Festival. Photo: Diane Shore

HUDDERSFIELD CANAL SOCIETY LIMITED

COMPANY OBJECTIVES

The Huddersfield Canal Society Limited is a company limited by guarantee and operates using both paid and volunteer staff from bases in Greater Manchester and West Yorkshire.

Its aim is to restore the Huddersfield Narrow Canal to a navigable standard by initiating and co-ordinating a joint restoration programme in association with British Waterways, Oldham M.B.C., Tameside M.B.C., Kirklees M.B.C. and all other relevant bodies. In achieving this aim it will:

- Preserve and extend the numbers of people involved as voluntary society Members.
- Initiate, develop and co-ordinate appropriate sub-committees and/or subsidiary companies to provide the resources required.
- Give good service and a fair deal to customers and be considerate of the interests of the volunteers, staff and of the community.
- Use its unique experience in Canal Restoration to develop and promote the tourism related benefits of restoring the Huddersfield Narrow Canal.
- Provide attractive employment and progressive career opportunities for those who work for the Society and its subsidiaries.
- Enhance its established reputation for friendliness.
- Preserve and extend its appeal to Local enterprise, Local Authorities, Statutory Bodies and other voluntary groups.
- Ensure, where possible, the continued operation of the Society and its subsidiaries beyond completion of the restoration programme.

H.C.S. Ltd., Regd. Office, Ramsdens, Ramsden Street, Huddersfield, HD7 4AP.



WELL, HERE WE ARE AGAIN FOLKS! After another visit to the pick-and-mix used word bazaar I have cobbled together a typical selection of the more simple ones. As always, the Society is in a state of flux, bending and altering course to offset outside variations and influences to achieve the most efficient use of resources.

The big changes since the last box of used words is the demise of E.T. as far as H.C.S. is concerned. The situation is explained more fully by Alec Ramsden on page 8, but briefly, changes in government policy have meant that it is no longer viable for us to carry on down that road. The future

of the infant companies H.C.S. Training and H.C.S. Restoration, is under review, but members can rest assured that whatever fate is decided, it will be reported in Pennine Link.

As I write, the final hectic rundown to the Ashton Festival is well underway. As boats and moorings officer for the event, I am hoping to attract a record number of boats this year, and even more next year. So if you have a boat, please try to make it to Ashton. Improvements on other fronts are hoped for (if everything goes to plan, or EGAP as committee members have said when confronted by a surprise question), better entertainments, better catering, bigger variety of trade stands, and with a special plea in the post for better weather. (In the last two years we have had the only wet weekends in July). All in all, a weekend not to be missed.

Don't forget – 6th, 7th, 8th July.

Also, don't forget the Kirklees Festival following in two months time, 1st and 2nd September.

Moves are afoot to acquire a video library of various aspects of the canal and its surroundings, restoration works, before and after shots, etc. – and show these at social evening meetings advertised on the back page. I have already had one request for a repeat showing of the tunnel video, and I think videos could become a popular feature. Watch the back page for details. Other types of social functions to heighten the awareness of the general public to the canal and its potential asset value are being considered by the publicity and promotions group, and the finance and fund raising group have plans for competitions and sponsored events. Getting the people interested and involved is the name of the game.

Watch this space for announcements.

As a complete aside, a mild beer-infused thought trickled through my head recently as I sat in a local hostelry. Many pub names are taken from old forms of transport. The Boat, The Boat and Horses, the Station, Top Lock, etc., etc. How about some modern names like The Traffic Jam, Rush Hour Crawl, The Motorway Madness, Pollution Arms, The Superior Acceleration, The Go Faster Stripes, Virility Symbol Vaults. Now the mind is running riot, I will throw it open for readers to write in with amusing suggestions for names which I will publish for a bit of fun.

ALWYN OGBORN



CHAIRMAN'S REPORT TO THE A.G.M. APRIL 1990

Sometime towards the end of 1989, we reached a significant milestone in the restoration of the Huddersfield Narrow – the thirty-seventh lock was restored. We are halfway towards restoring all seventy-four locks and nearly one half of the canal has been dredged to navigable standards. We may have restored the easier sections of the canal, but we should not lose sight of the fact that in 1981 all seventy-four locks were derelict or unusable and there was no evidence of any willingness by the public bodies to support full canal restoration.

Progress made in 1989 has ensured that the three local authorities and British Waterways see a future for the canal. On 4th September, Kirklees, Oldham and Tameside Councils signed an Agreement with British Waterways for the maintenance of the Huddersfield Narrow. The Agreement specifies a financial contribution from the authorities to British Waterways to take effect from 1st April, 1989, for twenty-one years and includes the following statement: "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 commitment is there and we are extremely pleased that the local authorities have affirmed our faith in the restoration project. However, there are huge obstacles to overcome which will require large sums of public monies. One of the big challenges is Standedge Tunnel. This 5,687-yards-long tunnel was the subject of a combined engineering and leisure study completed in August 1989 and presented to the Huddersfield Canal Joint Committee in October. The findings of the report on the physical state of the tunnel are not as gloomy as anticipated and the difference in costs between repair for water transfer and for through navigation is less than £2m, including some significant ventilation costs. The report is now being evaluated and we await British Waterways' comments. The leisure study also pointed the way to benefits for Kirklees and Oldham of through navigation if the unique qualities of the tunnel and its position in the Pennines are properly marketed and exploited.

We are grateful for the European Regional Development Fund grant for the tunnel survey amounting to £152,000 and we thank all involved in the Department of Environment in Manchester and London, the Mersey Basin Campaign Offices, the Yorkshire and Humberside Regional Council for Sport and Recreation, the European Commission in Brussels and local MP's and MEP's who have given freely of their time to assist in their many and various ways the commissioning of this study. I personally wish to record the Society's thanks to our consultant, Mike Thompson, who 'led' the study on behalf of the Joint Committee and with Brian Haskins and Malcolm Stakes of British Waterways who have ensured that Ove Arup and L & R Leisure Limited have produced a base report for further action.

KIRKLEES

Twenty-nine out of a total of forty-two locks have now been restored and approximately five and a half miles of canal has been dredged to navigable standards. The remaining locks and pounds are on schedule to be completed by Spring 1991.

(Continued over)

(Continued from previous page)

This will leave the major blockages in Slaithwaite, Sellers Engineering Company Limited and Bates and Co. in Huddersfield.

OLDHAM AND TAMESIDE

Twelve out of a total of thirty-two locks have now been rebuilt and approximately three miles of canal has been dredged. The canal is now officially connected to the National Waterways network at Portland Basin after the historic Three Locks Rally.

We are particularly pleased to report a financial commitment to restoration by Oldham and Tameside Councils who have both pledged support in 1990 and congratulate Kirklees Council for their progress to date and the zeal and enthusiasm of the officers and members connected with the restoration project.

British Waterways now have a more streamlined regional structure. We hold out high hopes for their contribution towards restoration in the future, particularly as the local authorities now have entered into financial commitments for restoration and maintenance of the canal.

The Canal Society has reorganised itself involving a restructuring of the main arms into two companies, HCS (Restoration) Limited and HCS (Training) Limited. We also have informal groupings and any member is welcome to join these 'think tanks' whether a council member or not. Our aim is to streamline our operation and give the group chairpersons authority to act once council has ratified policy.

We had hoped to announce the result of our £2.7m bid for voluntary grants in the stage two Mersey Basin project. However, we have not yet had confirmation of the amount available to the voluntary sector over the years 1989 to 1991, but it is unlikely that we will receive more than a five figure sum. Oldham and Tameside Councils have also put forward substantial bids. Their pot of gold, from which we hope they will secure some funding, is £12 million!

Whilst confidence is high we are faced with a new challenge in 1990. It is likely that the employment training scheme which contributes towards restoration in Oldham, Kieklees and Tameside will discontinue in its present form¹. ET, as it is known, is not designed for environmental nor project based schemes. Its value was questioned by the Society when the Community Programme Scheme was phased out; however, we hoped to continue with trainees on the canal and maintain restoration *and* alleviate unemployment in Oldham and Tameside. To date HCS (Training) Limited has trained over 400 people in a variety of professions and skills to City and Guilds standards. Of the 278 leavers, 35% have found employment and/or gained a vocational qualification. Should we find it impossible to continue with ET as a training manager we shall endeavour to maintain or improve restoration progress by other means. To bolster our income we are investigating major fund raising methods and hope to report on some success during 1990.

The past year has seen lock restoration past the halfway mark. As restoration progresses the major obstacles loom larger! Equally, opportunities in the canal corridor are increasing as the canal environment improves. Confidence is high and with your support we look forward to more progress in 1990 towards that ultimate goal – through navigation.

DAVID M. SUMNER, Chairman

N.B.¹ Since this report was written ET has gone into self destruct mode, as reported elsewhere in this issue. Ed.

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**PRESS RELEASE**

The fast-moving campaign to re-open the Huddersfield Narrow Canal has been dealt a hammer blow by a shock decision over the number and funding of trainees who play a vital role in the restoration drive.

The Huddersfield Canal Society, through its Ashton based subsidiary company, HCS Training Limited, has operated an efficient Employment Training scheme, covering many skills, in the Tame Valley for two years. Before that it ran a highly successful Community Programme project.

But at very short notice the Government sponsored Training Agency has announced surprising changes in the number of training places available and in the funding of the scheme – and the result is that HCS is having to shut down its Employment Training arm.

After close examination of the new format, Society officials came to the conclusion that it could not compete with larger training companies, except by operating at a considerable loss. And as a registered charity with limited finance, this was impossible.

Society Chairman Mr. David Sumner said "Regretfully we are having to close down our ET section. There will be an immediate loss of four full time jobs. The Training agency will endeavour to relocate our 122 trainees with other training managers – if that is possible." Of these 122, 75% were well on their way to obtaining a vocational qualification.

The shock news will have a crucial effect on the restoration programme, which is one of the fastest moving waterways rejuvenation schemes in the country. The aim is to re-open the twenty miles long trans-Pennine canal and link it with the Rochdale Canal, also being restored, to re-create a navigable, job-boosting, money-spinning Pennine Ring of waterways. Restoration work is already creating jobs, with more forecast as stretches of the canal are re-opened, and studies have shown that the project has the potential to be a major tourist attraction.

In addition to restoring a unique waterway the campaign has improved the environment, provided public leisure amenities and helped people involved in the Community Programme and ET schemes to learn new skills. In the last two years 400 people involved in HCS Training were successful in City and Guilds tests, and of the 293 leavers to date over 34% have obtained full-time employment and/or vocational qualifications.

Over the last six years large stretches of the canal on both sides of the Pennines have been reopened to navigation and the vast majority of locks restored to working order. In the previous CP scheme over 900 people were employed on canal restoration and environmental improvement work. This achievement resulted in the Society being awarded the UK 2000 award for outstanding environmental excellence.

Expressing his deep disappointment about the decision to close down the ET section, Mr. Sumner said he was shocked and sorry that the Training Agency could not see the value of retaining the Society's small ET scheme. "Restoration of the canal has, and will continue to bring a vast number of benefits to the whole of the community, including a significant number of jobs. Restoration will continue, but sadly the scale of progress will undoubtedly suffer as a result of the closing down of our ET scheme. We thought long and hard, but in the final analysis we had no choice," he said.

Involved in the restoration project are the Canal Society, British Waterways and Tameside, Oldham and Kirklees Councils.

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The secret may not last

Explore Yorkshire's secret waterways now, before the re-opening of the Huddersfield Canal unleashes the ravaging hordes from the Midlands. With us you can reach the parts other hire boats can't get to: York and Ripon (almost); the Derwent and the Pockington; and we are waiting for the first crew to take a hire boat onto the Market Weighton Canal! Then there's Sheffield and Keadby – and you could reach the end of the Rufford Branch with a fortnight

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

YORKSHIRE'S LARGEST HIRE FLEET



Recent publication problems with Pennine Link make it difficult to remember what was said in previous issues and what stage the work had reached. I therefore intend to fall back on the ploy of reviewing the progress over the winter.

Since fitting the top gate and paddle gear to lock 31W, we have put all our efforts into rebuilding lock 32W, the summit lock, starting with the offside wall. This reference to 'offside' may require clarification, particularly to anyone with only a casual knowledge of the site. 'Off' refers of course to the non-towpath side, the towpath on the Diggle locks being on the right, going up the flight, all gates being hung on the left. Landscaping around locks

31W and 32W has produced a prominent and well-used path on the 'wrong' side, while the towpath by lock 32W and on to the tunnel is little used. Easy access and greater room to work also accounts for our decision to start on the gate side, even though it has meant bridging the lock.

At the time of writing we have made most progress around the bottom gate recess and the lock tail. This is the most important part of the rebuild as the bottom gate quoins which take the 'heel' of the gate must be in a straight line (not necessarily absolutely vertical) for the gate to seal. We are one quoin (about two feet) off full height at the lock tail and four courses (about four feet) in the middle of the wall.

The main problems for the next few weeks are: mixing the volumes of concrete needed to back up the wall - it is about five feet from the wall face to the puddle clay behind, and moving the amount of backfill needed at the lock tail where it is up to twenty feet back to level ground at the copings.

Future working dates are:-

July 1; July 15; July 29

TREVOR ELLIS

Parliament Canals and Waterways

Derek Heathcote-Amory answered for the Secretary of State for the Environment, when he was asked on 2 February what grants are available to voluntary organisations to help with the work of restoring canals and waterways, what grants it has made to local authorities for such help, and what is the total amount of each grant. Derelict land grant may in certain cases, he said, be paid to both public and private sector bodies, including voluntary organisations, towards the cost of restoring canal and waterways. It is normally available only where the work is part of a wider reclamations element. Derelict land grant has been made to local authorities for water-related reclamation schemes, but it is impossible to distinguish the individual amounts. Grants may also, he said, be made to voluntary organisations under DoE's special grants programme

towards their management costs.

Under the urban programme, Heathcote-Amory continued, grant is paid to local authorities to support a wide range of projects - in 1988-89 £796,029 was approved to help with restoring canals and waterways. Also, grants from the ERDF are available through the Department for infrastructure schemes in assisted areas where the cost of the works is wholly or substantially financed by public authorities. Work undertaken by a voluntary organisation may be eligible if its obligations to carry out such works are incorporated in its articles of association or trust deeds. Local authorities also have power in section 114 of the Transport Act 1968 to assist the maintenance or improvement of any inland waterway in or near their area.

Reprinted from The Planner, 2. 5.90



The March wind doth blow, and April showers, no doubt, came your way, and all those blooming flowers are everywhere in May. June will soon be busting out all over (careless girl), but whatever the folklore or poets say, July is the most important month again, folks.

"Why?", I hear the naive saying, "What is this smooth-tongued lunatic rabbiting on about?" Well, just to jog your memory, I'll drop some hints – boats – beer – brass bands – beautiful ladies (our committee is run by them) (*so that's the secret of your success Brian – grovelling. Ed.*) and Portland Basin ... got it? Has the penny dropped? Get the date in your diary now. Ready? Pens poised:

6th, 7th and 8th July – Ashton Canals Festival.

"It's never twelve months since the last one?"

"It is."

"Well, I never!"

"Doesn't time fly when you're having fun."

Right, you've got it booked down, so now to tell you what to expect. Firstly (in my opinion), the beer: seventeen different varieties, including one called Wobbly Bob, (our Bob from the Tameside Transport Museum reckons that this should all be for him!), and at last, my personal favourite beer of all time, Jennings from Cockermouth.

We shall be entertained by the Oldham Tinkers on Friday night and the Smokey City Jazz Band on Saturday night. During the day on Saturday two different brass bands, a steel band, Mossley Morris Men and Mystery Hyny will be performing. On the water, the Sea Cadets will give a very polished canoe demonstration and there will be a brand new act this year: Little Fire Water the Indian Chief, with a fire-eating act. (He also lies on a bed of nails and walks up a ladder of swords – and they really are sharp!)

The catering is in fresh hands this year. Four members with catering experience have formed a consortium to run the food side. And of course – the Boats. Alwyn is running this aspect and has confidently promised the Committee that he will improve on last year's entry of 52 boats with ease! A reduced price has been negotiated for the passage of the Rochdale Nine to enable the 'flat-water' boaters on the Bridgewater to have no excuse for non-attendance. The Marple Flight will be manned on Friday to help our friends from Furness Vale Boat Club, High Lane, and all those strange places on the 521ft level down to the Festival. The original intention was that H.C.S. (Training) Ltd. would man this section for us, but with the sad demise of Employment Training (*see article by Alec Ramsden, Ed.*), we desperately need help. Anyone fancying a pleasant day out on the Marple Flight (two good pubs nearby – the Ring O' Bells at the top and the Navigation halfway down are normal restoration stations), beautiful scenery, particularly in the hot weather with many of the Marple matrons parading in hot-pants and (sorry about that) very pretty countryside and highly photogenic locks, give Alwyn or me a ring or just turn up on the day.

See you in July!

BRIAN MINOR, Festivals Officer

The April/May edition of Pennine magazine ran an excellent trio of articles on trans-Pennine waterways: the Huddersfield, Rochdale, and Leeds & Liverpool. Accompanying these articles was the description of a walk over Standedge, from Marsden to Diggle.

With the kind permission of Pennine magazine Editor, Hilary Darby, I reproduce the Huddersfield Canal and Standedge Walk articles below. Ed.

The Past And The Promise

Renaissance on the Pennine Canals

What summed up better than our stagnant stinking canals the despair and dereliction that once, not "long ago", was the face of the South Pennines?

As recently as 1982, the Observer Book of Canals recorded a mere mile-and-a-half of the Rochdale Canal and wrote off the Huddersfield Narrow!

So no apologies for a surge of pride that quite soon, both will be re-opened and one day those jaunty painted boats will be weaving through these hills in a giant Pennine waterway ring.

Dedicated to that day is this special Pennine feature on the past and promise of the trans-Pennine waterways.

The Huddersfield Narrow Canal

The Canal Story

The Huddersfield Narrow Canal, diving straight through the looming mass of the Pennine hills, was an epic engineering achievement. Sadly, the years of effort and expense which went into its building never really paid off.

Its 23-mile route stretches from Ashton in Greater Manchester up the Tame Valley, through Saddleworth, on to Marsden and along the Colne Valley to Huddersfield and its Broad Canal.

Work began in 1794 and by 1798 the Lancashire and Yorkshire stretches of the route were largely complete. Only the central section remained to be hacked by the gangs of "navigators" or "navvies": the mighty Standedge Tunnel.

Three mile Standedge was completed in 1810, the highest and longest tunnel in the British Isles, the achievement of one of the greatest names of canal engineering, Thomas Telford.

The Huddersfield Narrow opened in April 1811, but lean years for the canal company followed and in 1816 it was described as "a bad speculation for the subscribers and ... a warning to others how they engage in such tremendous works".

The Canal Today

In 1982, the Observer Book of Canals didn't even have an entry for the Huddersfield Narrow! Today, the efforts of Huddersfield Canal Society have led to local authority and government sponsored manpower schemes and the Society reports that a massive restoration programme is "over the halfway stage".

On the eastern side of the Pennines, 30 of the 42 locks are now operational and the rest "on course" for 1991. Only three major blockages remain, in Slaithwaite and Huddersfield.

In Oldham and Tameside, major obstacles remain but 16 of the 32 western locks have now been excavated and the connection has been made to the National Waterways Network. A number of separate sections are now navigable but the critical problem is, as ever, the Standedge Tunnel.

In dangerous repair, "with cracks up to 18" deep", even British Waterways "only go in when we have to!" But a new survey is to be the basis for multi-million pound plans to re-open the Tunnel by the turn of the century.

Along the Towpath

A splendid Towpath Walk follows most of the route of the canal (with detailed guide to history, wildlife, industrial heritage available).

Places of interest include:

Portland Canal Basin, Ashton. Canal link to the Peak Forest Canal; Industrial Museum.

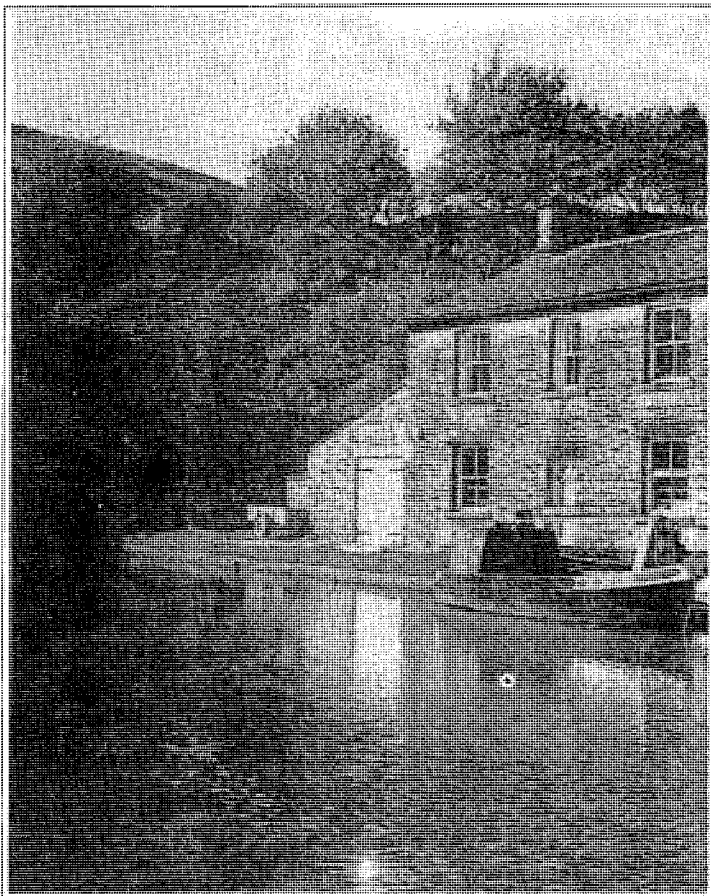
Saddleworth. Saddleworth Viaduct; canalside Saddleworth Museum; summer canal trips at Uppermill; Brownhill Visitor Centre, Dobcross.

Tunnel End, Marsden. Canal and Countryside Centre; canal events; exhibitions; walks.

Standedge Trail. Waymarked 12 mile historic circular route "of unparalleled transport development" from Marsden via Saddleworth.

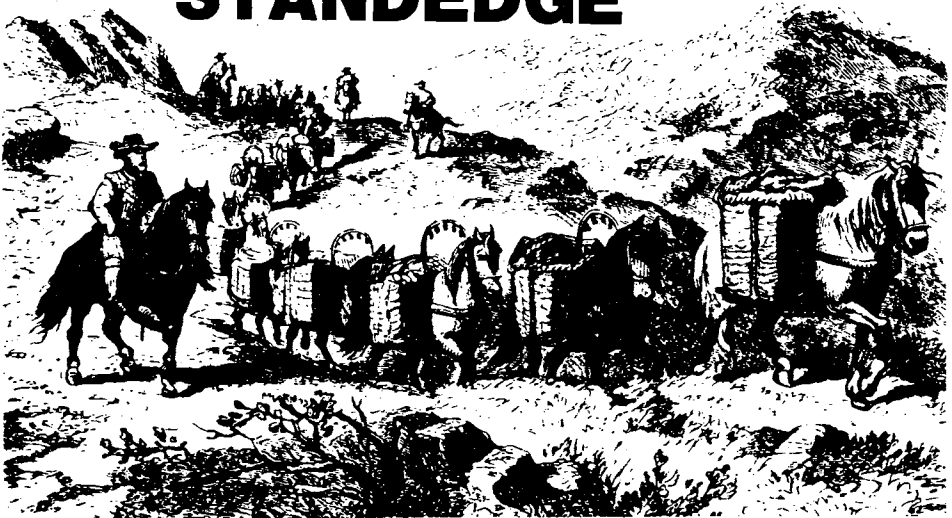
Golcar. Hillside weavers' cottages converted to the period Colne Valley Museum. Active craft demonstrations.

Canal Festivals. Major Canal Society summer carnival events at Ashton and Huddersfield.



*The Huddersfield
Narrow Canal at
Tunnel End, Marsden*

STANDEDGE



Perhaps the classic trans-Pennine canal walk, described here by well-known rambler Colin Speakman in his "Wayfarer Walks in the South Pennines". The book was written in 1982 so allow for the passage of time but its aim, exploring without the car, remains unchanged and the walk has easy rail and bus connections back to Yorkshire or Lancashire starting points.

This walk, over the summit of Standedge, one of the most dramatic passes over the Pennines, offers much to interest the transport historian, linking both sides of the great Standedge canal tunnel on the Huddersfield Canal, following the line of an old packhorseway, a forgotten turnpike road, a lane used by the boat horses and a section of towpath down the Tame Valley.

From the centre of Marsden cross to the church, following the lane to the right-hand side of the church, over the packhorse bridge and up past Middle Mill along a ginnel to emerge by the railway station. Walkers arriving by rail will climb up the station steps turning left to this point. Bear right to a gap on to the canal towpath.

Follow the towpath of the Huddersfield Canal under the railway bridge and along to Tunnel

End, by the old canal warehouse. Cross the canal by the road bridge and make your way past Tunnel End Cottages to the actual tunnel entrance, a moving and impressive sight.

This is the highest and longest canal tunnel in England, being over 600 feet high and three miles long, its construction one of the marvels of late eighteenth century engineering, by pick and dynamite through solid Pennine rock.

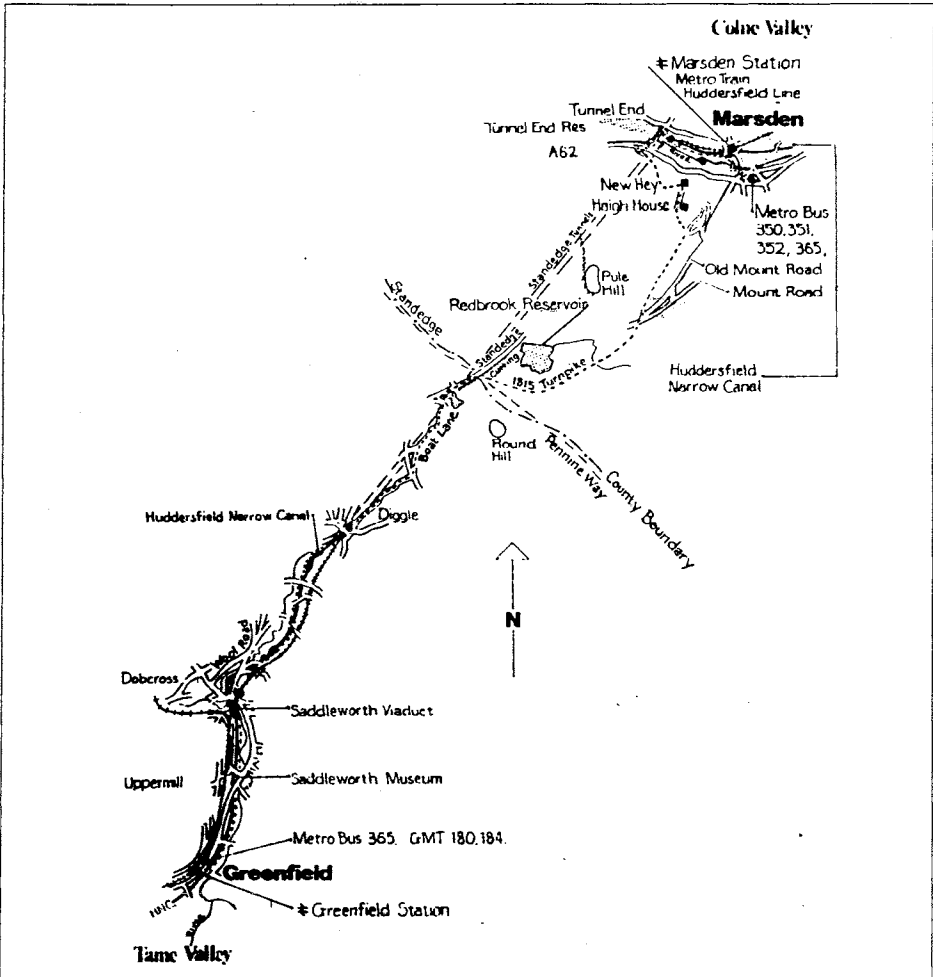
The tunnel took 13 years to build between 1798 and 1811, and boats had to be 'legged' through by men gripping the sides of the tunnel walls with boots. The existence of the canal tunnel allowed the three railway tunnels to be built at a fraction of the the cost, taking the spoil out by boat. Only one tunnel, the largest and newest rail tunnel, still remains in use, carrying Liverpool-Newcastle expresses as well as local trains and trans-Pennine freight.

From Tunnel End, ascend the lane to the Junction Hotel, turning left then left again back up Ainsley Lane past Tunnel End Reservoir and over the tunnel entrance, bearing left up to the A62. Right along the main road, but look for a track, about 50 metres left, climbing up to Intake Head Farm. Follow this as it zig-zags up, offering splendid views back down to Marsden and the Colne Valley.

At the little farmhouse and cottage the exact line of path defies definition, so go right above and around the farmhouse, keeping along the

top of a ruined wall; ahead, to avoid soft ground. Follow the wall into a little ravine. Go left here, down to an obvious crossing point with worn earth path across the beck. Follow the wall up across a pasture, bearing right up to cottages.

The right of way descends towards the terrace below and connects with a path that climbs back up again, but it is simpler to keep straight ahead to the cottages. To the left of the cottages is a little enclosed way past a ruined barn and on to an open track which follows the



edge of Pule Hill.

This is the ancient packhorseway over Pule Hill. Follow it up to the road junction. Cross the road.

Almost immediately opposite find a path crossing the moor, descending a shallow ravine. As it climbs the other side leave the more obvious path that swings away right but keep slightly left to locate a smooth, grassy track curving up the moor.

This is in fact one of the old turnpike roads up Standedge, the Wakefield-Austerlands Turnpike as it was known, originally surveyed and built by the great Jack Metcalf on a line to the east (a surviving bridge will be seen to your right). Completed in 1815, this road was in use for a quarter of a century until the third turnpike (the line of the present A62) was opened in 1839.

Follow this smooth, grassy way up and around Redbrook Reservoir; take care where it is breached in one place, crossing the beck and climbing back up to the old highway.

You reach Standedge Cutting, a deep ravine carrying the modern A62, and you are joined by the Pennine Way along the edge of the cutting. Descend to the little parking area, where most weekends a little tea van supplies welcome refreshments.

Ahead now, past a small reservoir, and through the gate to the left of the reservoir with a bridleway sign. Follow the track downhill and through a second gate, crossing a stream by a clapper bridge, by a railway tunnel vent shaft towards a derelict cottage. Turn right here along a wall, by spoil tips and around a shallow ravine, enjoying splendid views down the Tame Valley to Diggle, Saddleworth and a mixture of industry and rural settlement so typical of the fringes of the South Pennines.

The track, a sunken way, is the old Boat Lane, used by boatmen and their horses to avoid the tunnel.

Follow it down, parallel to the spoil tips and vent shafts of the railway tunnel. At the farm, keep to the right of the farmhouse and through a gate unto a sunken green lane. Keep ahead, through another gate along the way down into Diggle, emerging at the Diggle Hotel. But

before the hotel, turn sharp right, back along a grassy way over the railway line, curving back over the railway tunnel entrance. Keep left and down into Diggle.

As you pass a little landscaped area near the wooden village hall, bear left on to the canal towpath. Almost immediately to your left is the other opening of the Standedge Tunnel, Diggle tunnel entrance, almost an anti-climax compared with the deep sunken mouth at Tunnel End, Marsden, being rebuilt in Victorian times.

Easy walking along the towpath, through a landscaped area of great interest, past mills and a woodyard. At the end of the woodyard the towpath crosses a stone bridge to the other side, eventually emerging on the A670 at Woolroad where the canal is culverted. Cross the road. The towpath reappears where a little wharf and transshipment centre, in use before the Standedge Tunnel was open, is being restored as the Tame Valley Visitor Centre.

Ahead, the canal disappears and reappears under a most spectacular double crossing, the canal on an aqueduct over the River Tame, the canal itself crossed by the huge Saddleworth Viaduct of the Manchester Huddersfield Railway.

Continue to Uppermill, where in a lovely landscaped area the canal is the focal point of the splendid canal-side Saddleworth Museum, full of fascinating exhibits of special interest to the Tame Valley. Both Greater Manchester and Metro Buses leave from near the museum. But for Greenfield continue on the canal towpath for another half mile to where the A669 crosses. Turn right uphill for Greenfield station, and bus stops.

Further information:

Rail Services: Marsden & Greenfield are on the main Leeds/Huddersfield/Manchester line.

Bus Services: Huddersfield/Oldham Service 365 via Marsden & Diggle; also frequent Huddersfield/Marsden and Oldham/Saddleworth services.

Canal/Walks Information at Tunnel End Canal & Countryside Centre, and Marsden and Brownhill Visitor Centre, Dobcross.

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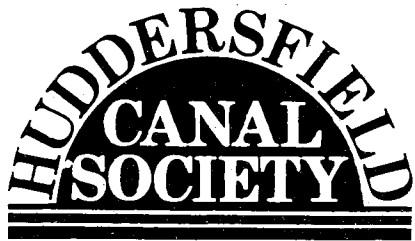
Ask for Menus.

*ONLY A SHORT
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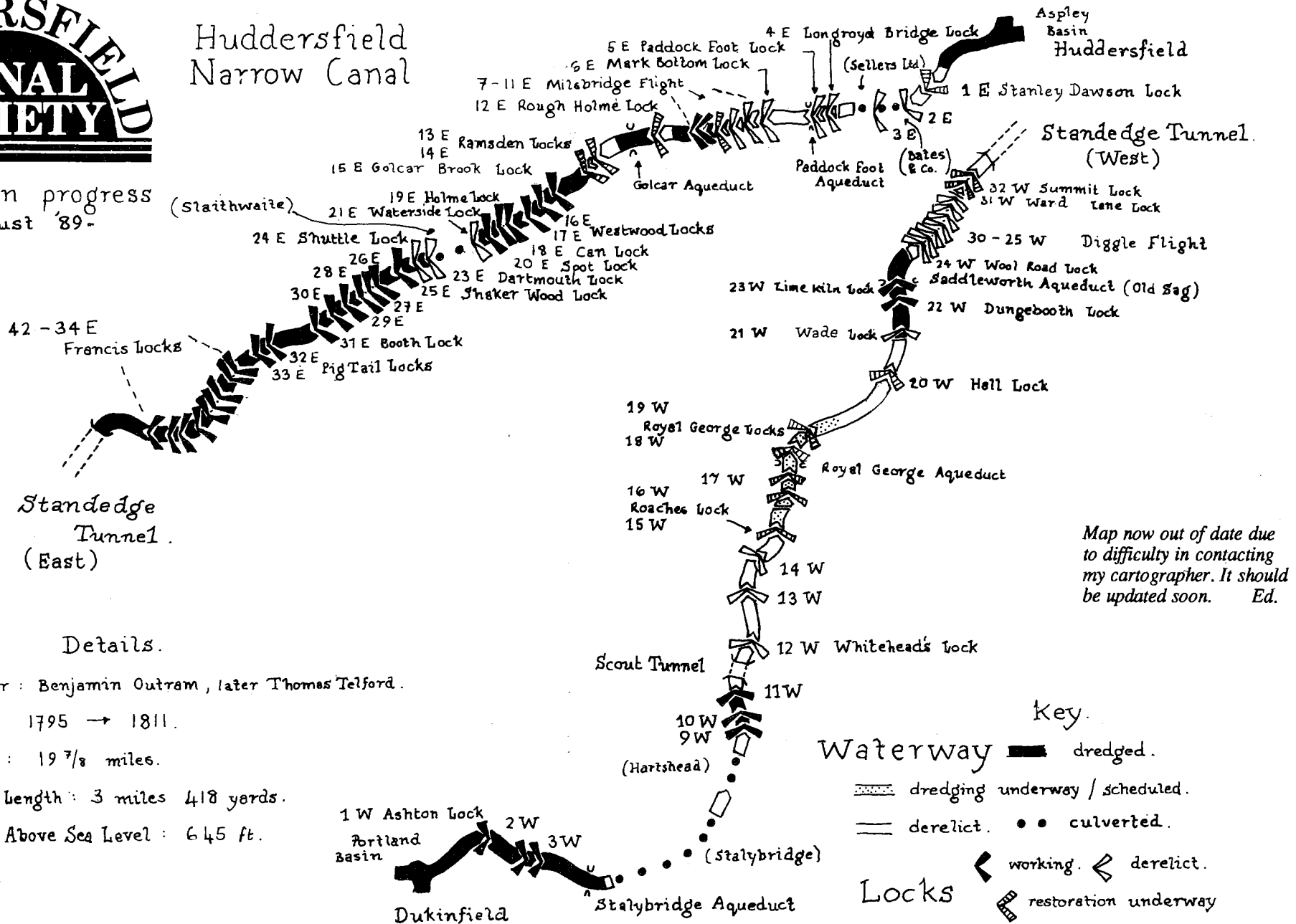
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ASHTON'S PREMIER FREEHOUSE



Huddersfield Narrow Canal

restoration progress
August '89-



Map now out of date due to difficulty in contacting my cartographer. It should be updated soon. Ed.

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.

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CASHBOX COMPETITION

It has been suggested that the Society should have its own custom-designed donation collecting box for public venue counters and general gathering places.

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READERS –THE INVENTOR OF THE
CHOSEN DESIGN WILL RECEIVE A
SUBSTANTIAL PRIZE***

Ideas must be practical to produce, and preferably be some sort of working or animated model, e.g.

- pushing a narrowboat into a tunnel to deposit a coin
- a series of ramps behind perspex
- rolling a coin down trips lock gates or lift bridges to continue its course.

IMAGINATION INTO GEAR!

Ideas, accompanied by sketches, please, to Frank Smith at the Huddersfield Canal Society address shown inside front cover.

I.W.A. NATIONAL SMALL BOAT RALLY, ROCHDALE CANAL, HEBDEN BRIDGE, 26 – 28 MAY 1990

Well, how about this at short notice? After dropping off the publicity artwork for Ashton Canals Festival to Frank Smith at H.C.S. Office, I noticed that this Rally was not far away and imminent. A few enquiries elicited that the H.C.S. Sales caravans were in a state of renovation and that the 'goodies' were scattered about. However, Gay and I decided to forsake our Bank Holiday weekend on the boat to further the cause of H.C.S. (New Year's Honour nominators please note!) and take the whole sales show to the Rally.

What a GREAT weekend. The weather was great, the company was great and the response was great. We took £215.60, recruited eight new members, nearly ran out of large P'Links with the Tunnel Report, and promoted to the full Ashton and Kirklees Festivals, answering many enquiries.

All of the local canal societies were present and some from the south. Trade stands abounded. The whole theme of the event was built around three things:

1. The 200 year anniversary of the Rochdale Canal and the impetus to link it at Sowerby village with the national network.
2. The National Trail / Small Boat Rally in England (the other IWA event on the same weekend being at Falkirk).
3. The Waterways Youth Campaign.

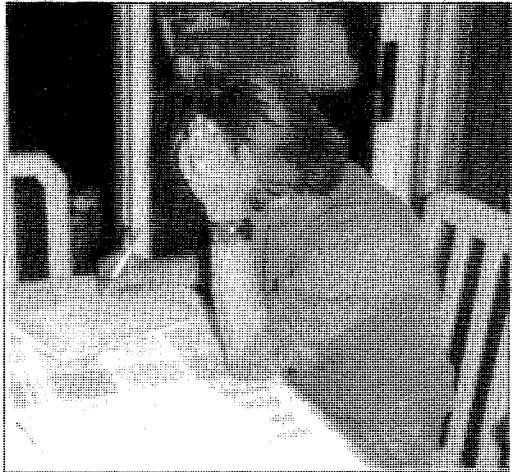
This last event is something that all Festival Committees should take note of. What a way to get rid of your kids for a day! Given a 'passport', they had to do a variety of things: work a J.C.B., handle a dredger, learn to fish, canoe, paint, throw a rope and life-save with dummies. For this, at no cost they received a T-shirt with the 'Waterways for Youth' logo.

The Viking Camp and Battle were very popular, along with the brass band and the Rochdale Morris Dancers. The noise from the theatre tent when the children's shows were on nearly drowned out the brass band, morris dancers, viking battle and the P.A. system combined. It was a pity the beer tent had only one keg beer and one lager, but fortunately they never ran out.

We picked up a lot of ideas from this festival, and since we are now members of the Ashton Canals Festival Committee, they can be discussed before the 1991 do!

It's good to see that H.C.S. has now decided to form small groups to encourage non-council members to help format ideas. H.C.S. being one of the largest canal societies in the north is the envy of many of the smaller societies, having a permanent office with full-time staff and all facilities at hand. However, noting the other societies at the rally we were rather envious of the enthusiasm and support of their members. (Council members, please note!)

All in all, it was a good weekend – nice weather, new members and H.C.S. was there.



Steve wishing he hadn't tried to empty the keg supplies. (Not true! He's writing this report. Ed)

STEVE QUILTER



1. ▲

2. ▼



Photos 1, 2 & 3: The H.C.S. Sales stand at I.W.A. Hebden Bridge Rally.



3. Steve and Gay Quilter in traditional boaters' costume



4. General view of Rally site

Dear Mr. Ogborn,

Bracehead, 9 Whitefield Crescent
Newhey, Rochdale

I am very pleased to have received Issue 91 of 'PENNINE LINK' with the extremely interesting contents of the Tunnel Survey.

Despite adequate warning in the "Special Events" section, I have had to travel out of the county on business on both occasions that the Tunnel Video was shown (on the East and West sides), so have missed it. I am writing to ask if any plans have arisen for showings, or even if copies have been made for sale to members.

I look forward to having your reply – keep up the good work, and perhaps like the Rochdale Canal next month we can look for a Lancs.–Yorks. crossing of the Huddersfield Canal in the not-too-distant future!

Yours faithfully,
P.J. SUTCLIFFE

Keep your eye on the Social Events page, P.J. – it will be shown again. Ed.

Dear Alwyn,

57 Zodiac Court, London Road
Croydon, Surrey, CRO 2RJ

As a new member, may I make two points?

1) P'Link No. 90 is 'Nov/Dec.'89', No. 91 is 'Mar/Apr '90'. For a while I thought I'd missed an issue!

2) The list of back numbers available (P'Link No. 91, p.70) is very useful. Perhaps you could list the main articles in each? E.g., in my case I'm particularly interested in walks, but wouldn't know which to order. Thanks,

NEIL H. BARKER

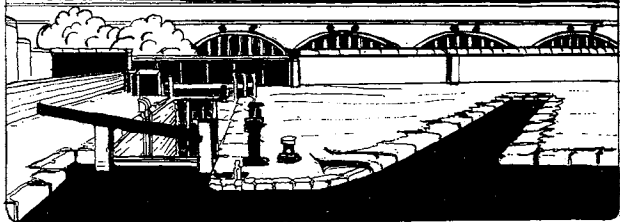
Thanks for your card Neil. Mistake in dating Jan/Feb issue explained in proper March/April issue.

Listing articles in back numbers would be far too big a task and not practical. However, just by chance we have a walk in this issue - hope it's suitable. Ed.

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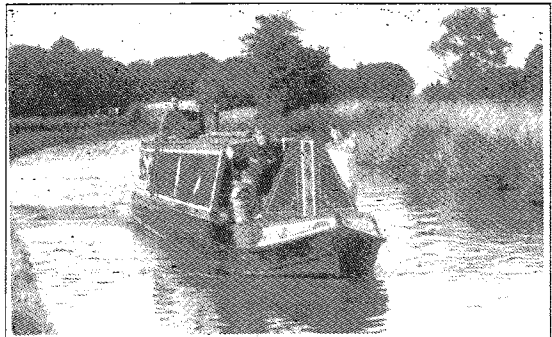
Articles, letters etc., for
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"THE BOATER'S HIRE BASE"

FOLLOWING A FACT-FINDING TRIP by members of Kirklees Council's Canals Task Force to the highly successful Black Country Museum and Dudley Tunnel, Chairman Les Preece is convinced that the Standedge Experience, taking in Standedge Tunnel, has just as much potential.

In fact it could be more successful in attracting visitors to both Diggle and Marsden, to look at the two interpretive centres suggested by L. & R. Leisure Consultants in their study, and to take a sight-seeing trip into Standedge Tunnel, said Coun. Preece.

On the trip into the tunnel visitors were invited to try a turn at legging the boat back. Needless to say, none of the Kirklees councillors or officials volunteered, but there was no shortage of people wanting to have a go.

Ian Walden, Director of the Museum, explained how a local pressure group had prodded and poked local councils and businesses into action, and from small beginnings the museum now attracted some 270,000 visitors a year. There was a master plan to increase this figure to around 400,000.

Well over 100,000 of the yearly total of visitors take the tunnel trip. It lasts about fifty minutes in an open, electrically powered boat with stops to see illuminated workings in the vast limestone caverns. There are also audio-visual presentations. Although the museum itself gets some council subsidy, the tunnel trip, run as a separate attraction inside the museum business complex, actually makes money – and a slice of this goes to BW for a special tunnel maintenance fund. Ian Walden admitted that it was the dedication of the enthusiasts working for restoration of the tunnel, who had made the entire museum project a possibility.

The tunnel trip, with commentary from a well-briefed boatman, is certainly a very popular, growing tourist attraction, and the Kirklees councillors picked up quite a few useful pointers for the future when the ways and means of exploiting the attractions of Standedge are constructively discussed. The museum has the base setting of a 1920's village, including a sparsely furnished pub – but unfortunately with beer at 1990 prices. It also has a lift bridge – but ours at Turnbridge is much more impressive.

Coun. Preece, believing in giving value for money, turned the coach journey back into a marathon mystery tour, a regular feature of which was a popular "Where the hell are we now" competition. The tour also saw instant conversion of the coach into a free-running roller-coaster, running up hill and down dale across most of the Peak District. Councillors, some very much against their natural inclinations, joined the ranks of Alcoholics Anonymous for nearly five hours. Most of the public houses passed in the course of the tortuous marathon had their doors firmly bolted and barred and "closed" signs were prominent. Perhaps the mine hosts and hostesses knew something which the parched councillors (muttering "a drink, a drink, my wallet for a drink"), were not aware of.



**BLACK
COUNTRY
MUSEUM
VISIT**

ALEC RAMSDEN

The article below is reprinted from the British Waterways Newsletter, NEW WAYS, with the kind permission of the editor, Sheila Doeg. It is heartening news and I hope it will lead to waterway improvements all round. However, I must sound a cautionary note; as a waterway user I have not noticed much of the 'customer is king' attitude percolating down to workforce level. Certain lock keepers and work gangs regard boats as a nuisance, disturbing their routine and intruding on 'their patch'. Sometimes a smile and a wave brings results, but the friendship should be there in the first place; we are the reason they are in employment.

Let us hope that with B.W.'s new freedom, a great deal more improvement and co-operation will be achieved, and that the promised customer-orientated approach bears fruit. We are all pulling in the same direction - let's pull on the same rope. Ed.

NOW WE CAN GET ON WITH IT

Chris Patten, Secretary of State for the Environment, has told British Waterways that they are to have wider freedom to act on their own account in developing their waterway assets.

Mr. Patten announced this in the House of Commons on 6th February, when, in introducing the Government's response to the House of Commons Environment Select Committee's Report on British Waterways, he said the Government endorses their integrated Business Strategy.

Now British Waterways can get on with the job more efficiently, after many years of struggling to maintain the system with finance controlled by an annual grant.

As they become less reliant on the Grant, by earning more money through utilising their assets, they can use this income to plough back into the maintenance and development of the system.

Chairman David Ingman said: "The business freedoms now given to us will allow British Waterways to play a full part in the transformation that is taking place in turning little used stretches of our waterways into highly attractive centres for leisure and tourism, as well as providing valuable centres for living and working."

Obviously waterside development is a major source of income in the future. The Chairman

sees British Waterways as having a unique role in working with the private sector and local authorities in developments that will bring together the many different activities and provide an on-going attraction for the benefit of local communities, waterway users and visitors generally.

environmental assets

He says he is delighted that the Select Committee and the Government recognise the potential of our inland waterways to become one of the major environmental assets in the country. "The Government's acceptance of our strategy can be seen as recognition of the benefits of investing in the waterways", he said.

Referring to the recent reorganisation within British Waterways, he paid tribute to the long hours and dedication by managers and staff in turning a grant-dependent centralised organisation into a dynamic commercially-orientated business nearer to the customer. He said the new organisation encourages the creativity and growth necessary to develop the potential of the waterways.

Since the first issue of New Ways was published in June 1989, we have highlighted the major changes that have taken place within British Waterways affecting staff in various ways, their work, their working environment, and even that their private lives have been

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July 6, 7 & 8

Contact: Your Editor –
Alwyn Ogborn
Address on inside
front cover

**I.W.A. NATIONAL
WATERWAYS FESTIVAL**
GLOUCESTER

August 25, 26, 27

Contact: Freda Milsom
Tudor Cottage
Crippettf, Leckhampton
Cheltenham
0242 862310

**KIRKLEES CANALS
FESTIVAL**
ASPLEY BASIN, HUDDERSFIELD

September 1 & 2

Contact: Mr. R. Allen,
16 St. Andrew's Drive
Brighouse
W. Yorkshire
0484 718875

affected.

This announcement that British Waterways will be able to act more independently from now on, should go a long way to compensate staff for some of the inconvenience that inevitably occurs during a major reorganisation.

Waterway Units can now plan more for the safety and security of the fabric of the waterways; improve and provide more waterside facilities and amenities for the customer; and those derelict areas and rundown buildings can be incorporated into joint ventures with the private sector.

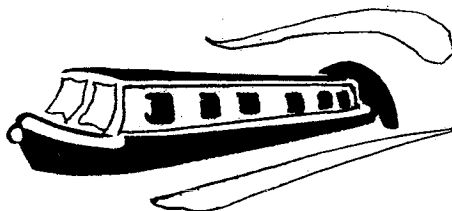
Our architects can aid the Waterway Units by ensuring that future developments are sympathetically designed around the canal environment. The quality of water can be improved, which will provide a better environment for fish; for the walker, towing paths could become

improved and in places form part of long distance walkways.

The carriage of freight in growing amounts on the Commercial Waterways in the North East, is all part of the strategy. These have already seen improvements year by year, and an increase in commercial traffic is reported, bringing in a substantial amount of revenue to British Waterways.

As a more independent era begins for British Waterways, so a new era starts for Britain's inland waterways. Staff all over the country were told personally by their line managers and directors on the day the Government made its announcement. Nationally, it was 'glasses raised and a toast to British Waterways'.

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- 1767 Mr. S.G. Scholes, [REDACTED]
1768 Mr. & Mrs. S. Pymm, [REDACTED]
1769 L. Stelfox & C. Pennington, [REDACTED]
1770 J. Barnes, [REDACTED]
1771 T. & S. Barnes, [REDACTED]
1772 David J. Winters, [REDACTED]
1773 Mr. & Mrs. T. McCormack, [REDACTED]
1774 Mr. & Mrs. J. Barnes and Martin, [REDACTED]
[REDACTED]
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1776 J.W. Heyes, [REDACTED]
1777 Mr. & Mrs. J. Young, [REDACTED]
1778 Mrs. J.E. Blood, [REDACTED]
1779 Steven R. Bullas, [REDACTED]
1780 John Bradbury, [REDACTED]
1781 Rev. Derek Bedford, [REDACTED]
1782 L. Chester-Browne, [REDACTED]
1783 Graham Robinson, [REDACTED]
1784 Mrs. Joan Lowes, [REDACTED]
1785 Mr. & Mrs. N. Hammond, [REDACTED]
1786 Tony Stallard & Miss J. Colton, [REDACTED]
1787 Mark R. Lord, [REDACTED]
1788 John P. Littler, [REDACTED]
1789 I.P. Walker, [REDACTED]
1790 Tony Hutt, [REDACTED]
1791 G. Bullock, [REDACTED]
1792 Lionel B. Barham, [REDACTED]
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1794 Mr. & Mrs. A. Gruschka, [REDACTED]
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1802 Mr. S. Ogden, Jun., [REDACTED]
1803 H.N. Southworth, [REDACTED]
1804 David Spoonley, [REDACTED]
1805 Dr. Wm. Waters, [REDACTED]
1806 Brian Knight, [REDACTED]

SPECIAL EVENTS -1990

EAST SIDE

WEST SIDE

Wednesday
11th July

General Meeting
"The Sair", Linthwaite

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General Meeting
"The Tollemache Arms "
Mossley

Wednesday
8th August

Joint East/West Meeting. "The Cross Keys." Uppermill
Lecture: To be announced

Wednesday
12th Sept.

General Meeting
"The Sair," Linthwaite

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General Meeting
"The Tollemache Arms"
Mossley

Wednesday
10th October

Joint East/West Meeting, "The Sair", Linthwaite, Huddersfield
Lecture: To be announced

Wednesday
14th Nov.

General Meeting
"The Sair," Linthwaite

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General Meeting
"The Buck & Hawthorn"
Ashton-under-Lyne.

Wednesday
12th Dec.

Joint East/West Meeting, "The Cross Keys," Uppermill
Lecture: To be announced

N.B. All meetings commence at 8.00 pm

"The Sair"
"Cross Keys Inn"
"Tollemache Arms"
"Farrars Arms"

Hoyle Ing., Linthwaite, Huddersfield
Church Lane, Uppermill, Saddleworth
Manchester Road, Mossley
Oldham

