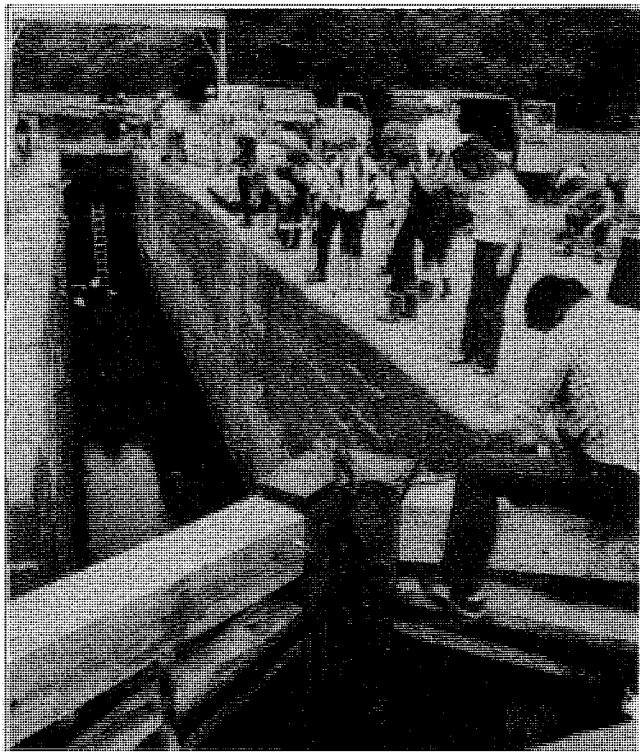




PENNINE LINK

No. 97

Spring 1991



FREE TO MEMBERS

75p

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NON-COUNCIL POSTS

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*Front cover picture: Can Dungebooth Lock be restored?
"We'll look into it", say enthusiasts.*

HUDDERSFIELD CANAL SOCIETY LIMITED

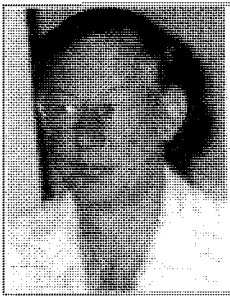
COMPANY OBJECTIVES

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.



1991 already and a welter of annual canal events before us. These include our own Ashton and Kirklees festivals, plus a few special events being organised by your publicity and promotions group. There are also the usual monthly social meetings, currently being raised in profile by Jack Carr on the west side and Dave Calverley on the east side. All Society events are published in these pages. There are, of course, many other events organised by canal societies, boat clubs, and the I.W.A., to look forward to. Somewhere there will be something for everyone.

However, the theme of this Pennine Link is 'looking back' – looking back ten years to the start of restoration at Dungebooth lock. This was the turning point from decay and abandonment to rejuvenation and restoration, via seven years of campaigning to stop the rot and prevent further destruction. The work was carried out by teams of dedicated people, and the following articles re-live the story. Needless to say, it was not all plain sailing (no sailing at all, initially). Successes were mingled with difficulties, and I found a recent comment by Trevor Ellis testimonial to some of the snags encountered, but still very amusing. Referring to the problem of transporting the lock gates to site, he said, "Our first idea was to tow them along using 'Stan', but they may as well have been tied to the bank." A great deal of progress has been made since these pioneering days.

Restoration continues and is making great strides forward, but the recurring cautionary note must be sounded again. The major blockages at both ends and in the middle have still to be engineered and funded. Some progress is evident with the publication of a proposed river route through Stalybridge. It looks good on paper, so let's hope the problems of flash flooding and water depth have been thoroughly investigated and overcome – we can only accept the advice of the engineers in whom we place our faith.

Our usual message has to be repeated: We need continued and increasing support from members in whatever way you can offer it.

I hope you enjoy this issue, and don't forget, I am always pleased to receive your letters and comments on our efforts.

ALWYN OGBORN

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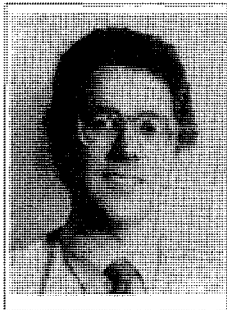
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AT A TIME when the Society has suffered setbacks in the restoration process through the demise of the Community Programme and our withdrawal from the Employment Training Scheme, we are very grateful for a £65,000 grant through the Mersey Basin Campaign to continue our restoration. When unemployment is high and rising, some form of new Community Programme scheme for environmental works in the voluntary sector should now be considered. The success of our Community Programme scheme and that of Kirklees Council contributed enormously to the pace of restoration, whilst providing temporary employment for many hundreds of people. I trust that the Govern-

ment will consider resurrecting such a scheme in the not too distant future.

The Mersey Basin Campaign sees the Huddersfield Canal restoration as one of the key schemes in the Mersey Basin and the volunteer sector has been awarded a modest sum, a large proportion of which has come to our Canal Society and the East Lancashire Railway Restoration Scheme in the Rossendale valley.

To augment public sector funding support and particularly to supplement local authority grants, the Society has launched private sector fund raising through trusts and appeals. I am pleased to record that in the last month we have managed to raise over £10,000.

On the non-financial front the Society is pleased to take part in the new initiatives to unlock the bars to the Standedge tunnel gates where we, the local authorities and British Waterways have set up a working party to explore the possibility of trips into the Tunnel at an early date. Another recent success has been a membership trawl which has unearthed engineers willing to help investigate some of the more difficult problems on the canal. We welcome new blood, the opportunity to save design fees and perhaps bring forward schemes which would otherwise be delayed in their execution.

One of the problem locks, lock 12 above Scout Tunnel in Mossley, is receiving attention from our engineers. This lock has suffered subsidence and sideways movement due to poor ground conditions and localised tipping. Engineer Ken Wright, one of our members, is leading the Society's design team and working closely with British Waterways.

So the economic climate may be difficult, causing our Treasurer constantly to appraise income and set expenditure budgets, but restoration continues, including major dredging works and at the current rate of restoration only major obstacles will be left within two or three years.

Ten years ago this April we began restoration. Please refer to the maps in Pennine Link to see the spectacular progress to date. Progress is still encouraging on all fronts. However, we need more assistance - any member who can offer help in any form please contact me or other officers of the Society. We still need many more friends, contacts and funds to complete our dream.

DAVID SUMNER

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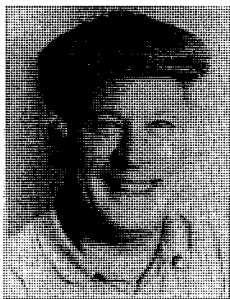


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DUNGEBOOTH TEN YEARS AGO

April 4th, 1981 – the day designated for the start of an impossible dream campaign to re-open a forgotten, forlorn rubbish-strewn trans-Pennine waterway – was nothing special.

A fine, but dull, Saturday, the date picked purposely because April 4th, 1794, was when an Act of Parliament authorising the construction of the Huddersfield Narrow Canal, was passed, and on April 4th, 1811, the waterway, running for 20 miles from Huddersfield in Yorkshire to Ashton in Lancashire, was opened for through navigation.

"There was nothing remarkable about the day or what happened.

But what has happened in the ten years since has certainly been very remarkable," said Trevor Ellis, vice-chairman of Huddersfield Canal Society, and one of a group of about twenty waterways enthusiasts who gathered at Dungebooth Lock, on the Narrow Canal at Uppermill on that April day.

Television personality and industrial archaeology specialist Anthony Burton rather inexpertly operated a pneumatic drill to crack open the concrete cap covering the long-disused lock, cameras clicked, and members of the Huddersfield Society and the Waterways Recovery Group set to work with picks, shovels, basic machinery and lots of elbow grease. Their mission impossible? To restore the lock, and the adjoining one, Lime Kiln, to working order, and create a navigable section of canal less than a mile long, on which a trail blazing trip boat could be operated for public cruises.

It was a long haul. In fact it was not for another eighteen months that the volunteers, working at weekends and in their holidays, were able to breathe a collective sigh of relief and announce "job done."

On April 4, 1991, some of those enthusiasts and others devoted to the task of re-opening the historic Huddersfield Narrow Canal, will gather at Dungebooth to mark ten years of remarkable, solid achievement and, no doubt, to hope that by April 4, 2001-possibly before - they will be able to cruise from the Uppermill lock to any part of England's main waterways system.

The developments which followed the Dungebooth opening were widespread. Greater Manchester and West Yorkshire County Councils, Kirklees, Oldham and Tameside Councils, joined the Canal Society and British Waterways in joint restoration moves. A large Manpower Services Commission project was set up to carry out lock restoration and towpath work in Kirklees, with a similar MSC scheme being operated by the Canal Society to cover work in Lancashire.

When they were abolished the two County Councils left important legacies to help the restoration drive. Greater Manchester's was money to the Canal Society for actual work "on the cut." West Yorkshire was more practical. One of its last completed projects was the re-opening of the Wakefield Road canal bridge at Aspley, Huddersfield, and with this the reconnection of the Narrow Canal with the rest of the country's waterways network.

This vital link-up has now been made at the Lancashire end of the canal with the restoration and re-opening of the first three locks at Ashton. Planned lock restoration on the Yorkshire side has now been virtually completed. A scenic stretch between Slaithwaite and Marsden was completed a couple of years ago, and the team of canal restorers, led by former West Yorkshire County Council bridges expert, Ian Preston, has reached the outskirts of Huddersfield.

We all look forward to complete through navigation in the not-too-distant future.

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10th Anniversary of Physical Restoration

The green light for spadework to begin on restoring the Huddersfield Narrow Canal was hinted at in January 1979 by Sir Frank Price, Chairman of BWB at the time. His remarks to the International Waterways Conference in Strasbourg were reported in Pennine Link No. 29. I have reprinted this below, followed by selected snippets from subsequent P'Links right up to the official opening. The lines extracted read like a continuous story of success and euphoria, but they must not be taken out of context. It took hard work and determination to overcome all the problems that cropped up along the way. I hope you find this interesting reading.
Ed.

P'LINK No. 29,

WATERWAYS PRESS RELEASE – 1. 6.79

"The one good thing that has come out of the present oil crisis is that it has given the West a glimpse of the near future."

Sir Frank Price, Chairman of BWB, was speaking at a Transport Businessmen's lunch at Strasbourg this week during a visit to the 1st International Inland Waterways Conference and Exhibition.

"Those countries who are developing and expanding their inland waterways will reap enormous economic benefits compared with those who are still holding on to forms of transport which will become far too expensive by the late 1980's"

May 1979

P'LINK No. 30

. Under the heading of projects there are still the Tunnel and Tunnel End Cottages, the Uppermill stretch (active discussions with Saddleworth Historical Society), and the extension of the Ashton Canal through to Stalybridge, as suggested by ACS!

September 1979

P'LINK No. 31

CHAIRMAN'S REMARKS

. The second success is the acceptance by the Tame Valley Officers Working Party of the Society's proposal for the restoration of the Uppermill stretch of the Canal. Now this hurdle has been overcome we shall have detailed discussions with the British Waterways Board and the appropriate local authorities, to obtain the necessary detailed clearance for work to commence.

November 1979

P'LINK No. 32

CHAIRMAN'S REMARKS

. It would be interesting to speculate on the contents of "The Link" in January 1990 – assuming there to be a Pennine Link, or even a Huddersfield Canal Society! I think there will be both, probably neither in the present form, but both active and recognisable.

..... In the meantime, experience is being gained with more limited scale projects such as the Uppermill restoration. Local support is being enlisted with the help of the Saddleworth Historical Society and negotiations have been started formally with British Waterways Board.

January 1980**P'LINK No. 34**

..... The 'Uppermill Report' produced jointly with the Saddleworth Historical Society was purely a factual document outlining the case for, and feasibility of restoration of a three-quarter mile stretch of the Canal in Uppermill. Presentation of the document has had a substantial impact upon the local community and it has received the blessing of the Tame Valley Officers Working Party. It is currently being subjected to a detailed scrutiny by the British Waterways Board Engineering Staff before the Board will give their blessing for work to start.

May 1980**P'LINK No. 36****CHAIRMAN'S REMARKS**

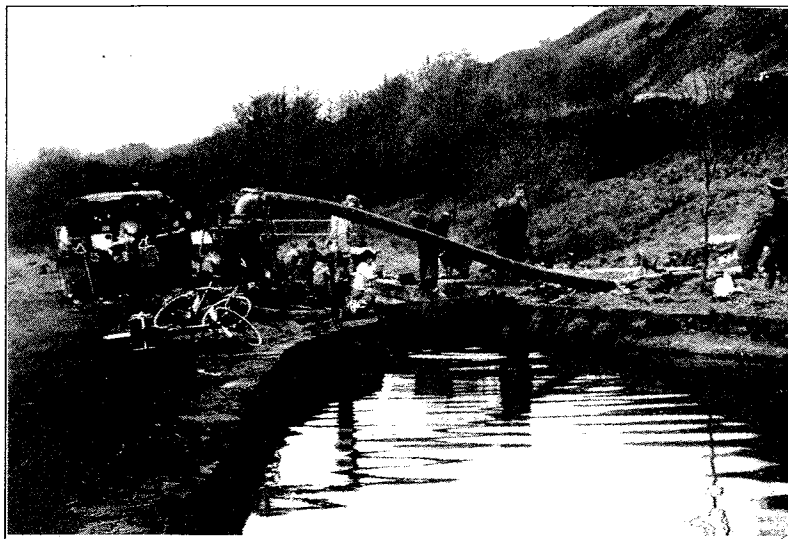
You may recall that some ten months ago (Pennine Link No. 29) I stated that the key to success in many of our future ventures would be our relationship with the British Waterways Board. With this in mind a vigorous campaign was launched at all levels within the Board's organisation, culminating in a direct approach to the Chairman, Sir Frank Price, about the possible restoration of the Uppermill Stretch. ...

... the Board's engineering departments at both Leeds and Wigan have been most enthusiastic about our proposals to restore the Uppermill Stretch. Active support and advice has been forthcoming and I am sure we can look forward to a fruitful relationship which will culminate in the restoration of this important section of the Canal – and hence lead on to bigger things. Detailed practical engineering proposals will be submitted this year and it is confidently expected that work will commence in Spring 1981.

September 1980**P'LINK No. 40****UPPERMILL – EXPLORATION AT DUNGEBOOTH LOCK****David Sumner**

On Saturday, April 4th, after a trip on 'Stan' from the Museum basin in Uppermill, TV personality Anthony Burton ceremoniously began breaking open the concrete capping on Dungebooth Lock. This was the culmination of months of effort to begin physical 'restoration' of the Huddersfield Narrow, which 'verbally' commenced November 1979 with local consultation meetings chaired by Peter Freeman.

A joint feasibility study was produced by the Society and Saddleworth Historical Society which outlines the plan to link the Wool Road Warehouse (now almost completely restored) to the newly extended Museum at the old Wharf in Uppermill village. The scheme is a test case. Two locks need restoring with new gates and a 100 metre infilled section requires re-excavating. BWB cleared the use of volunteer labour on the canal and we began the negotiations with their engineers and estates departments



*Early restoration work at Dungebooth Lock
Photos by the Editor*



to fix a date for digging to commence.

April 4th was chosen as the start date. As all members will know, this date is significant. On April 4th 1794 the Act of Parliament was passed authorising the Canal. Then on April 4th 1811 the Canal was open to through navigation. Will the whole Canal be re-opened to through navigation on April 4th 1991 or 2001?

The weekend of April 4th/5th was historic. Waterways Recovery Group turned up in force. New plant was hired for the occasion and work began. By 11.30 am when the official opening was scheduled, one third of the 9" thick concrete capping was removed and the bywash in operation. By Sunday evening the lock capping had been two-thirds removed and stop planks inserted. The fore bay was almost wholly cleared of dry stone walling and the relief pipe opened.

The operation was not without some problems as on Saturday afternoon a sudden flood into the workings because of incorrectly seated stop planks, drained the pound above. If we could have reduced the flow from Standedge on Friday we might have been able to prevent the top pound from emptying – although reasonably deep pools were left. By Sunday lunch the stop planks were finally seated and the bywash was fully operational. At the end of operations two stop planks were removed and the lock chamber reflooded. The site was left safe and tidy to the satisfaction of BWB and the Historical Society.

The following weekend was organised entirely by HCS and Laurence Sullivan led a worthy bunch and improved the bywash channel to enable it to take water without eroding the banks.

May 1981

P'LINK No. 41

UPPERMILL – PROGRESS REPORT by Laurence Sullivan

..... We then commenced digging out the infill from the lock where the concrete capping had been removed. The infill contained some huge chunks of rock requiring considerable effort to shift, and it soon became apparent that some form of hoist was essential. However, we were soon to discover that the capping was much thicker at the bottom end of the lock and it was impossible to remove it all in the three days. The lock has now been excavated down to about two feet below the top sill and after a further session of pneumatic drilling only a few feet of capping remains.

July/August 1981

P'LINK No. 43

CHAIRMAN'S REMARKS

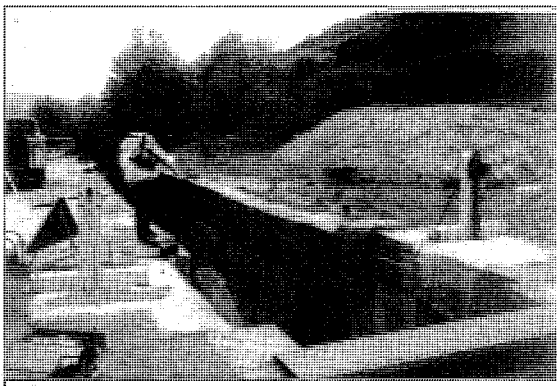
..... Next year could be our turn for a ceremony at Uppermill. Last month we reached new depths in Dungebooth Lock! The invert was reached. After six months effort we are down to the last few feet of infill and silt.

We now have official recognition for our project from Oldham MBC with planning permission being granted to excavate the 100 metre culverted section above the Brownhill Centre.

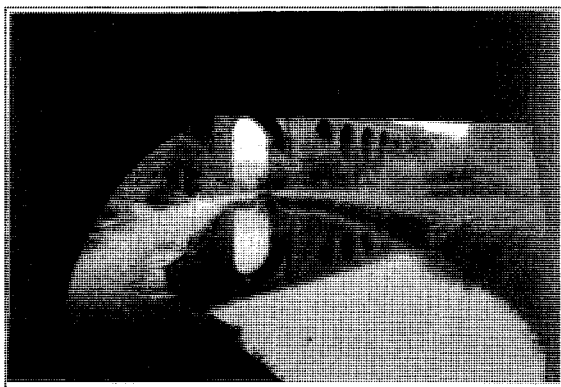
November/December 1981



*Dungebooth Lock,
Uppermill*



*Dungebooth Lock,
Uppermill*



*Huddersfield Narrow at Uppermill,
looking towards Limekiln Lock*

P'LINK No. 45**UPPERMILL PROGRESS REPORT**

..... The bywash was completed, minus pointing, so that work could be resumed in the lock chamber. The paddle culverts were exposed late on Sunday afternoon, so inspection of these will have to wait. We now have a hole 30 feet long in the centre of the chamber, so now have somewhere in the region of 70 cubic yards of infill remaining. As I said in last issue, Nick Wright who organises WRG workcamps visited the project and he and I are making plans for this August, when they will be tackling Lock 23W – Lime Kiln Lock (Aqueduct Lock).

CHAIRMAN'S REMARKS

..... We have persuaded Greater Manchester Council that a restored canal will be a significant feature in the Tame Valley and that as a first step the restored Uppermill stretch will provide a recreational facility for boat passengers, anglers, industrial archaeologists, gongoozlers and visitors to the three historical centres – all soon to be open to the public.

DAVID SUMNER, Chairman
March/April 1982

P'LINK No. 46**CHAIRMAN'S REMARKS**

Dungebooth Lock was finally cleared of infill on Sunday, 4th July. The Chairman of Unicorn Marine Ltd. NW, Mr. Hugh Wainwright, was present to supervise the measuring of the chamber for the lock gates being donated by his Company

WORK AT DUNGEBOOTH THWARTED BY VANDALS

Following a three-month search for a suitable pump for Dungebooth Lock the working party was rewarded by vandals pushing it into the lock. Work at the lock has also been hampered on occasions by vandals pushing or throwing rocks back into the lock, and even demolishing the recently rebuilt towpath stone wall. What a pity that so many volunteers work so hard to try and improve the area and seemingly an equal number are intent on undoing their good work.

UPPERMILL PROGRESS REPORT

Progress has been so rapid recently that it's hard to keep pace with it. The towpath has now been completely relaid, courtesy of the Tame Valley Wardens and Oldham MBC. The lock chamber has now been cleared of infill and the measurements have been taken for both top and bottom gates.

July/August 1982

P'LINK No. 47

The 7th–21st August saw the most concentrated work to date on restoration. Volunteers joined a two-week work camp from places as far apart as Sussex and Northern Ireland, in a bid to clear the chamber of Lime Kiln (23W) completely. This lock had been made 'safe' in a similar manner to Dungebooth Lock, but there the similarity ended. The concrete capping was a good deal thinner and proved to be no problem to drill out, in fact two-thirds of it was removed the weekend before work camp started.

September/October 1982

P'LINK No. 49**CHAIRMAN'S REMARKS**

On December 2nd I received a letter from Mr. David Pyrah, Principal Engineer (North), British Waterways Board. I quote the letter in its entirety:

'Dear David,

I am informed by David Telford that the Board have approved the restoration works at Uppermill, subject to the completion of an agreement with the GMC. The lease holder of the adjacent land has terminated his agreement with the Board and, therefore, ceases to be involved in any direct way with the Scheme. You will note that the Board's Fisheries Officer has been informed so that fishing interests can be appraised of these works'.

Restoration of part of the Huddersfield Narrow Canal is now officially recognised by B.W.B. We are on the way!

UPPERMILL PROGRESS REPORT

Our objective of clearing Lime Kiln lock before Christmas has just about been achieved. Timber and paddle-gear castings for Dungebooth lock are on order and will be fitted Spring/Summer 1983.

January/February 1983**P'LINK No. 51****UPPERMILL PROGRESS REPORT**

Important News! We have dates for the hanging of gates on both Dungebooth and Lime Kiln locks, these being May 13th (yes, I do know it's a Friday) and May 26th. So, much detailed planning is currently taking place. February and March working parties have achieved much. The chamber of Lime Kiln is now clear except for two rather large rocks, and the forebay will be cleared on our next working weekend.

May/June 1983**P'LINK No. 52****UPPERMILL PROGRESS REPORT**

Well I did say last time that we would be hanging gates on Friday, 13th May, but we were let down at the eleventh hour, with access permission, so we have had to have a re-think. We planned to use a tracked Poclain excavator to hang the gates, there being no easy way to getting a large enough mobile crane to site. This involved crossing a privately-owned bridge, and permission for this was refused only two days before the day in question, so rather than try a different course of action, the job has been postponed until the end of June, using a different method.

However, both sets of ground-paddle gear have now been fitted at Dungebooth lock, Lime Kiln lock has had its top concrete 'gate' and plastic by-pass pipe removed, forebay cleared and paddle gear will be fitted shortly.

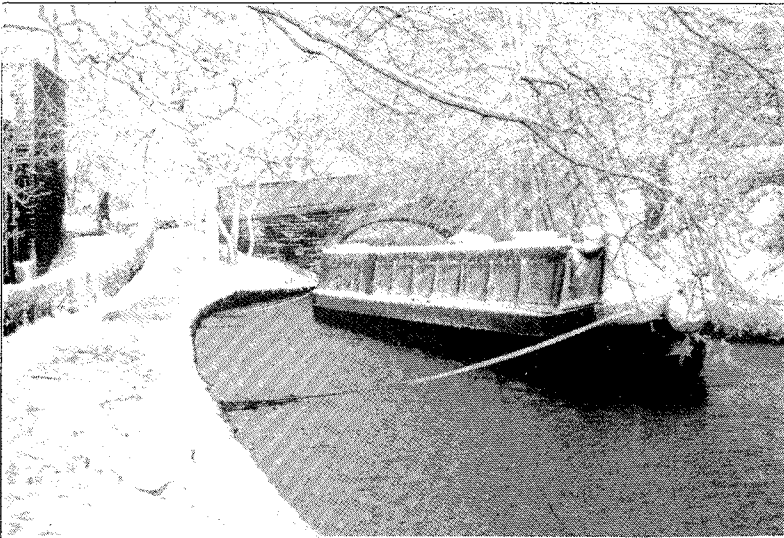
July/August 1983**P'LINK No. 53****UPPERMILL PROGRESS REPORT**

..... The lock gates arrived on site on Monday, 20th June, and much fun was had



Dungebooth Lock, Uppermill

Pennine Moonraker in Winter Hibernation at Uppermill
Photo: Steve Quilter



floating them up the canal to Dungebooth lock, nearly sinking our newly-acquired work-punt on one of its first jobs. The gates for Lime Kiln will be fitted August 11/12th, so by the time this issue hits your doormat both locks on the Uppermill section will have brand-new gates fitted, the first on the canal for about 40 years.

P'LINK No. 54

UPPERMILL PROGRESS REPORT

Our second lock-gate hanging exercise took place as planned on August 11/12th without too many hitches. Both locks are holding water well considering they have been 'empty' for so long.

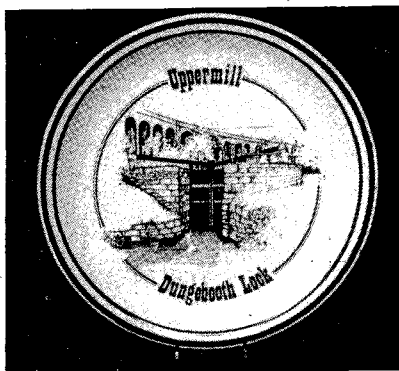
November/December 1983

P'LINK No. 57

CHAIRMAN'S REMARKS

. In 1984 we shall experience more successes. We shall launch Benjamin Outram, our new narrowboat, and start public trips; open the two lock gates; witness the start of the Marsden-Slaithwaite scheme and consolidate and expand the exhibition at our new home at Tunnel End. Phase II of the Uppermill project will be launched; new volunteer schemes will be evaluated and your Council will continue to meet local organisations, Councils and British Waterways Board to press for further restoration schemes. 1983 was a momentous year. The foundations of the success were laid.

May/June 1984



*Commemorative Plate of
Dungebooth Lock Re-opening
(See Sales List)*

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ACCOMMODATION IN THE PENNINES**

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Appeal for the Narrow Canal

Adding his voice to those of Thora Hird, David Essex, David Bellamy and Phil Sayer, in the Appeal for full restoration of the Huddersfield Narrow Canal, is Mr. L.A. (Teddy) Edwards, leading IWA campaigner and author. Here is what he has to say:-

"I warmly welcome the Appeal made for this unique waterway which climbs to cross the Pennines, culminating in the most fascinating tunnel, which is the longest in Britain. The canal is a standing tribute to the work done in the North to create the Industrial Revolution and to make transport for this epoch in British history successful.

As a canoeist pre-war, I found the canals mostly crowded, particularly the Grand Union, and a canoeist was not very popular, but I decided to explore the disused ones, and climbing up the narrow canal with its cascades of water running down from the top level was a tremendous experience.

When Robert Aickman decided to go through the waterway in 1948, I accompanied him above ground as one of several people backing up the enterprise. Robert Aickman agreed with me after the trip that there was a possibility of using it as a major tourist attraction, as there was some resemblance to the Speedwell Mine in the Peak District. I also remember the wonderful assistance that Mr. Donkersley gave to the expedition, which was so much in contrast to the canoeist and pleasure craft people elsewhere.

Re-opening the canal would be a remarkable experience, quite different from any other waterway in Britain, and I trust that this Appeal will assist the Society in raising funds so that this wonderful project can be completed.

I should like to thank the Vice-Chairman of the Society, Trevor Ellis, for his assistance in compiling a detailed lock list for my book, *Inland Waterways of Great Britain* - information that is not easy to find, and other data.

L.A. EDWARDS, M.I.S.T.



THIS ISSUE OF PENNINE LINK celebrates ten years of restoration on the Huddersfield Narrow Canal. Thinking about it quickly, it doesn't seem like ten years, but when you look back through photographs we have certainly made progress in terms of equipment and abilities.

The work on Dungebooth Lock in Uppermill was launched with the assistance of the Waterway Recovery Group in April 1981. Once they had left it was down to HCS and early views of the site show a construction of three scaffold poles, a pulley and a rope, which was the sum total of our lifting equipment; not much when you consider that we had set ourselves the task of excavating a lock chamber over 70ft. by 7ft. to a depth of about 15ft. Over a year we progressed to the luxury of a barrowhoist and a pump, but to the end of work at Dungebooth we shovelled into barrows which were wheeled up to a tip. It seems surprising that we finished the job in 1982.

In 1982 we moved on to Limekiln Lock (23W) with a WRG workcamp, which at least paved the way to a quicker clearance of the chamber, though I can recall many happy hours trying to extract an enormous rubber object (legend had it an aircraft fuel tank converted to some nautical purpose, if I recall right). In my memories of digging at Uppermill it always seemed to be drizzling; possibly because most of the time it was!

In 1984 came the Official Opening. We had finally gated the locks, having floated the gates from the museum car park in Uppermill, with the aid of a selection of drums and barrels. We hadn't, of course, done any restoration of the pounds and for a couple of years "Benjamin Outram" would plough a furrow on its trips to and fro. At this stage there was a lengthy pause while the future of volunteer activity was debated. Many regular volunteers were lost – *it's not too late to come back if you're out there!*

At last in early 1985 after a gap of about eighteen months we moved ourselves to Diggle, to a new era of containers to keep our equipment in, of cranes and a dumper and eventually a situation of having everything we need on site. Despite this, the observant will note that we have been working on two locks, 31W and 32W, for over five years now. The reason for this is the vastly different task which we had set ourselves.

Uppermill was chosen for our first effort in restoration for a number of reasons, one of which was the straightforward nature of the locks. It was hoped, and proved to be the case, that there would be little beyond clearing the chambers and adding gates to get a prime trip-boat length operational. Diggle was the only offer of a new site to follow and though ideal in some ways posed much more of a challenge in the work involved.

Water control has been the bane of our work on the west side since the early days. Due to the canal feeding the Ashton at Dukinfield Junction we have never been able to stop the flow for any length of time. At Uppermill we had to pump down the chamber every weekend when we were working below water level. In the winter with

short days and a lot of flow, this could mean that we never reached bottom. The Diggle site poses a special problem in that draining the pound below Lock 31W is a major job. By far the longest pound on the flight, it empties into a series of short, silted pounds, making flooding a distinct possibility. Initially at Diggle we had to excavate and re-build bywashes to take the flow before we could even start on the locks. The bywash at 31W had disappeared for much of its length.

The bywashes are now underground and a year's work is lost to view. Similarly, many weeks of work to press back and secure the walling stones at 31W can not now be seen, What can be seen, and looks increasingly impressive, is the offside lock wall at 32W. This is now to its full height, probably some eight feet up on its demolished state, and looks well even from the road below 31W.

We hope that we will complete the job by next year. It has always been apparent that a canal with 74 locks, dropped bridges and two tunnels was not going to be entirely a volunteer activity. What is important though, is that volunteers should be part of it and that our members should be able to walk along part of the canal and say that "we did that!" You may not all want to do the work, or even be able to, but everyone in the Society has an interest in Uppermill, and now in Diggle.

DATES OF FUTURE DIGGLE WORKING PARTIES:

Work continues at Diggle Locks, off Ward Lane in Diggle, near Oldham. Contact Trevor Ellis (0484) 534666 for further information.

Dates are as follows:-

March 30/31, April 1	April	14
April 28	May	12
May 26	June	9
June 26		

TREVOR ELLIS

HUDDERSFIELD CANALS FESTIVAL

In this issue of Pennine Link you will find a booking form for trade stalls at the Huddersfield Canals Festival. If you know of anyone who would like to display, demonstrate, or sell their wares, please hand it to them.

At the Festival we hope to publish a "Canal Recipe Book". Details of this are also to be found on the booking form. PLEASE let us have any recipes you think might be suitable.

DAVE & DIANE CALVERLEY

P·E·N·N·I·N·E · L·I·N·K

Huddersfield Narrow Canal West Side Restoration Progress March 1991



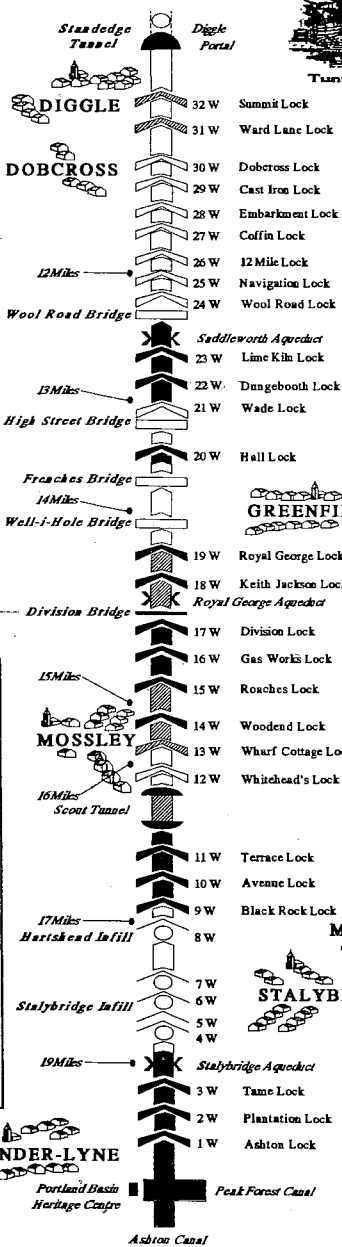
Wool Road Warehouse



Tunnel Entrance

Legend

- Lock
- Dismantled Lock
- Pound
- Major Obstruction
- Bridge Obstruction
- Restored
- Scheduled
- Derelict



Diggle Flight



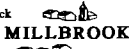
UPPERMILL



Brownhill Visitor Centre



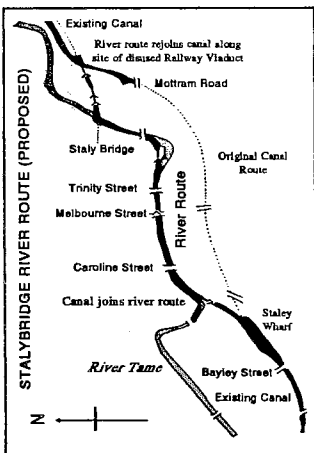
Scout Tunnel Entrance



MILLBROOK



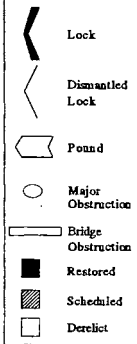
STALYBRIDGE



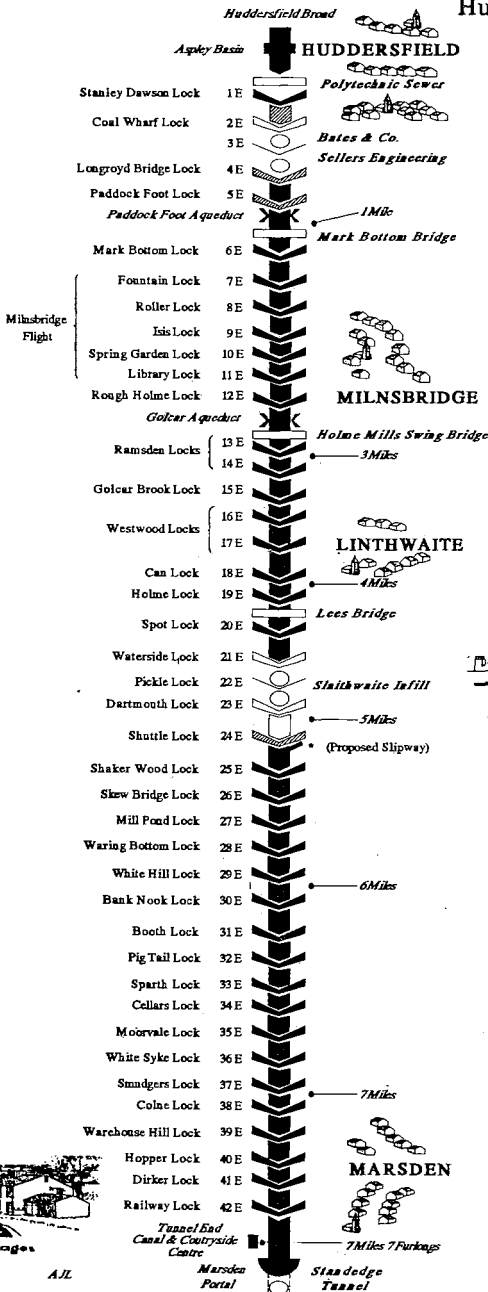
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P·E·N·N·I·N·E · L·I·N·K

Legend



Huddersfield Narrow Canal East Side Restoration Progress March 1991



AJL

NOT TO SCALE

Facts & Figures

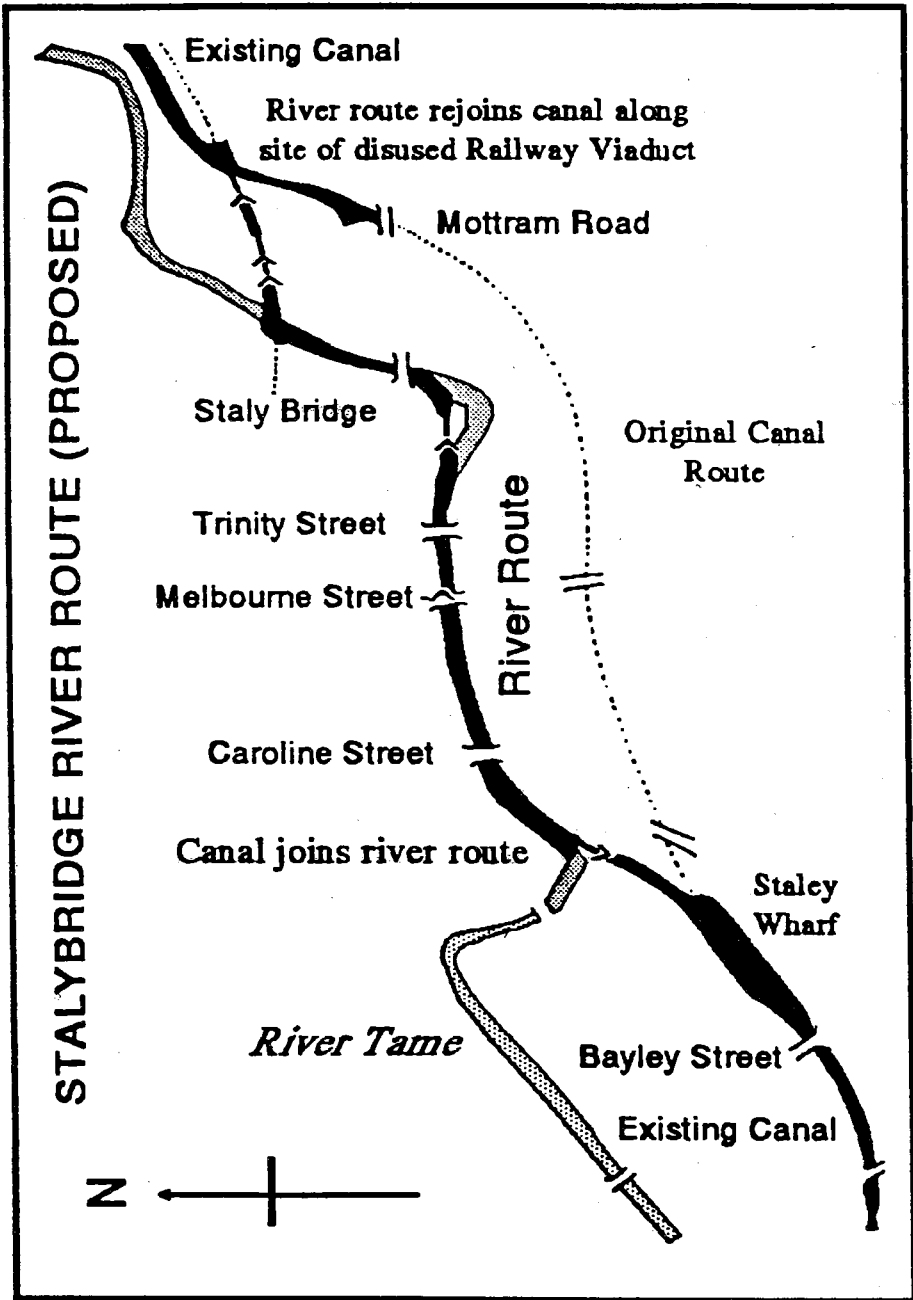
Built: 1794 - 1811

Length: 19.75 Miles

Engineer: Benjamin Outram

Standedge Tunnel Length: 3 miles 409 yards

Height Above Sea Level: 645 ft



New members from the other side of the world, Jim Ayiers and his wife, from Taupo, New Zealand, had visited the Tunnel End Festival and been so impressed that they decided to join the Society.

Jim is pictured holding an Ashton Festival Plaque and being handed his membership card by Steve Quilter in the Navigation Inn, Dobcross.



Jim and his wife with Steve and Gay Quilter and Harold Hargreaves of Uppermill. Harold not only joined HCS himself, but paid both membership fees, bought a HCS tie, an ACF Plaque, a Pennine Link Special, and paid for all the meals. Well done, Harold!



Photos taken on Steve Quilter's itinerant camera (all on its own).



IWA

The Inland
Waterways
Association

Dear Editor,
IWA/WRG Charity Bank

I am writing to thank all those IWA, WRG, waterway society and boat club members who contributed so generously to the stamp/voucher bank last year.

We raised over £2,050 in 1990 against a target of £1,250. This means we have raised over £3,551 since 1988. Our target for 1991 is £2,250.

Please send Green Shield (old and new), Co-op, Blue Chip, Pink, Look, Cash, Premier Gold, Supersave, Nationwide and all other types of trading stamps; Texaco, Gulf, Mobil, Shell, BP, Esso, Fina, Elf, Heron, Total, Burmah and all types of petrol vouchers; Air Miles, cigarette coupons, silver foil, aluminium can and ring pulls, cigarette cards and all denominations of used postage stamps to:-

WRG/IWA Charity Bank, 6 Spa Lane, Hinckley, Leics., LE10 1JB.

We turn the used stamps into cash and the petrol vouchers/trading stamps into goods for sale.

I hope your readers feel this is a simple contribution that every member can make without cost.

Yours sincerely,

MICHAEL HANDFORD

Chairman Restoration Committee

In my last editorial I had a winge about being ignored by the IWA. I have received the following letter of explanation:

Dear Alwyn,

A copy of your editorial in the Pennine Link has been passed to me as National Awards Officer for the IWA.

I accept your criticism and apologise on behalf of the Inland Waterways Association in that you did not receive acknowledgement of your entry for the Tom Rolt Award. However, may I point out that the "Awards Department" did go through a difficult period dueing 1990. You are probably aware that Ron Pritchard resigned as the National Awards Officer last March and since I was acting as Festival Awards Officer for Gloucester '90 I was not appointed as National Awards Officer until October. I am now responsible for the administration of over forty different awards.

Looking to the future I hope that the call for entries for the 1991 Tom Rolt Awards will appear in the April issue of IWA "Waterways" - it should also appear in the IWA Council News. I will endeavour to acknowledge all entries as they are received and send the results after the judging. The winners will be announced in the December issue of IWA "Waterways" and also in the IWA Council News.

I look forward to seeing Pennine Link entered for the 1991 Tom Rolt Award.

Yours sincerely,

PETER JACKSON,

National Awards Officer.

Apology accepted, Peter. I sympathise with your situation, having experienced it several times myself. Best regards,

ALWYN OGBORN

The Editor:

Dear Alwyn,

Picture this! It is 10 am on 25 December 1990. The force 10 winds are causing the driving rain to sheet across the canal. In places the towpath is under water. Branches are strewn along it. Suddenly there appears the new Xmas present in the shape of a shiny green umbrella. Under it, the dedicated fisherman sits, engrossed in his task of holding the roach pole in one hand and the umbrella in the other.

Is this a sign to us in HCS that the fishermen are prepared to go to any lengths to stake their claim, or was he merely avoiding having to peel the potatoes? Perhaps we should have No. 2 and the Boats Officer on standby next Xmas morning to maintain the status quo.

Yours sincerely

GAY QUILTER

12 Shaw Hall Close, Greenfield

P.S. We tried to get a photo, but it was too wet to take the camera outside.

The Editor:

Dear Alwyn,

Congratulations on a brilliant editorial in P'Link No. 96. It stirred up the adrenalin in me so I decided that I would make it my New Year's resolution to contribute to the letters

page. So here goes!

Who the hell is this Frank Smith who's been using my camera? It can't be the Frank Smith we all know and love (not to be taken literally) so well, as he appears in one of the two photos taken with my camera on page 30 on P'Link No. 95. Perhaps this other Frank Smith has got wise to my being on his track because after using my camera for the photo on page 9 on P'Link No. 96 he decided to remain anonymous for the photo on page 18.

May I suggest, Alwyn, that in the next edition of P'Link you publish a photo of the two Frank Smiths together, so we can see if there is any likeness!

Yours sincerely,

STEVE QUILTER

12 Shaw Hall Close, Greenfield

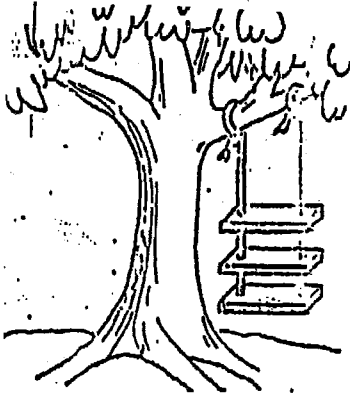
P.S. Do you think that the little fellow, that's the one on the right, in the bottom photo on page 30 of P'Link No. 95, might be in cahoots with him?

Sorry Steve! I can only act on information received, and since I got the photos from Frank he was credited with taking them. Another mistake – but that's the penalty of doing volunteer work whilst having to earn a living!

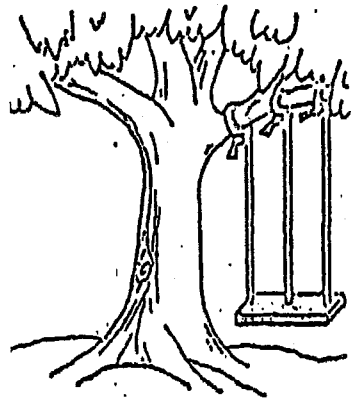
Ed.



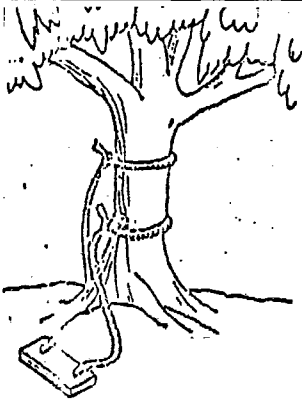
"Stan" carrying some of the first passengers on the Huddersfield Canal for many years



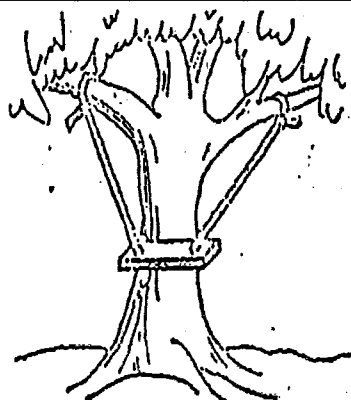
1. AS MARKETING REQUESTED IT



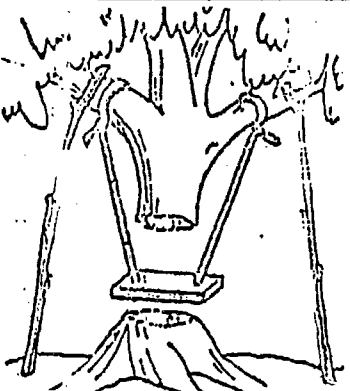
2. AS SALES ORDERED IT



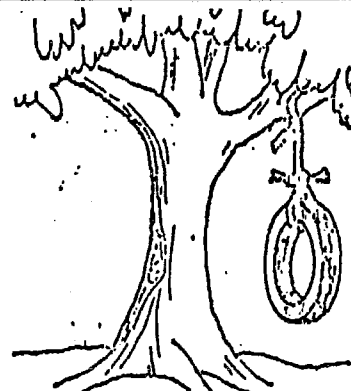
3. AS ENGINEERING DESIGNED IT



4. AS PRODUCTION MANUFACTURED IT



5. AS FIELD ENGINEERING INSTALLED IT

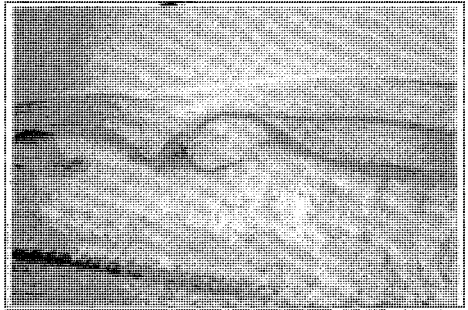
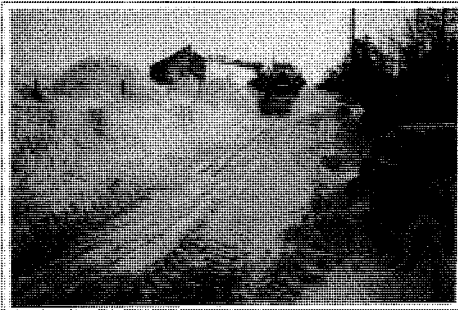


6. WHAT THE CUSTOMER WANTED

Saturday, 9th February was the day the Society promotion of the Houghton Weavers should have taken place at the George Lawton Hall, Mossley. The weather decided otherwise!



The preceding Thursday and Friday saw blizzards that closed roads and halted most transport. Under the circumstances there was no option but to postpone the concert. For those people who live at lower altitudes and have difficulty visualising the chaos of the snowdrifts, I have printed below two photographs taken on Saturday the 9th, outside my house, which is less than a mile from the George Lawton Hall. Convinced?



But all is not lost. The concert has been re-scheduled for Friday, 3rd May at the same venue. To all who have bought tickets, they will be valid for this new date. Alternatively, if you can't make it, return them to the H.C.S. office for a full refund. Sorry if this date is inconvenient, but it was very difficult matching the availability of the hall to that of the Weavers.

If you haven't got tickets, they are available from the George Lawton Hall, or send a cheque and s.a.e. to the H.C.S. office.

Admission price:- £5 for H.C.S. members, £6 for non-members.

Come along and bring some friends. The hall will be laid out with chairs and tables, and the bar will be open. We hope to be able to show a video of restoration progress during the interval.



Mr. G. Taylor (Lloyds Bank plc) presenting a cheque for £200 for restoration of Lock 13W to David Sumner, HCS Chairman, on Thursday, 31st January at Stanley Dawson Lock, Huddersfield. This donation was made in response to a Trust Appeal.

OTHER DONATIONS TO DATE (18. 2.91):

GARFIELD WESTON FOUNDATIONS £1,000 – Towpath Lock 19 to Division Bridge
 CLOTHWORKERS FOUNDATION £5,000 – Lock 13W
 MANIFOLD CHARITABLE TRUST £500
 EUROPEAN ECONOMIC COMMUNITY GRANT £65,000 (Retrospective Bids)

Artistic Impressions

Are there any graphic artists among our members?

The Society is looking for people who can transform proposed engineering schemes into pictures.

Anyone who is able and willing to do this, please contact Steve Whitby at the Huddersfield Canal Society office, 239 Mossley Road, Ashton-under-Lyne, Lancs.,

Telephone. 061-339 1332

MIKRON

THEATRE COMPANY

1991 NATIONAL WATERWAYS TOUR

* 'FREE FOR ALL' – an updated version of our environmentally friendly musical of the waterways, that takes a humorous look at the conflicts that arise between conservation and recreation.

** 'A brand new show, the third in our series of musical plays about wool and the Yorkshire woollen industry, sequel to 'A Place to Stand' and 'Speed Your Shuttle (and change your tune).' It will carry the story on to 1815 – 1850.

MAY

HUDDERSFIELD NARROW	Fri 3	Diggle Hotel, Diggle, Saddleworth Nr. Oldham	7.30 *
ROCHDALE	Fri 10	Birchcliffe Centre, Birchcliffe Road, Hebden Bridge Bar. Ticket price £3.50 (incl. 'Boatman's Supper') or £2.50, available on door or in advance from Hebden Bridge Tourist Centre (Tel. 0422 834881)	8.00 *
HUDDERSFIELD NARROW	Sat 25	The Railway, Station Road, Marsden, Nr. Huddersfield.	8.00 **
TRENT & MERSEY	Tue 28	Talbot Arms, Dutton, Nr. Warrington	7.30 *
	Wed 29	Stanley Arms, Old Road, Anderton, Nr. Northwich	7.30 **
	Thu 30	Wincham Wharf, Lostock Gralam, Nr. Northwich. This performance is sponsored by Wincham Wharf.	7.30 *
	Fri 31	Commercial Hotel, Wheelock, Nr. Sandbach This performance is sponsored by Peak Forest Cruisers Ltd.	8.00 *

JUNE

SHROPSHIRE UNION	Sun 2	Bridge Inn, Audlem This performance is sponsored by a Friend of Mikron	8.00 **
	Mon 3	Talbot Inn, Newcastle Road, Market Drayton This performance is sponsored by A.P. Boat Services, Market Drayton	8.00 *
	Tue 4	The Anchor, Old Lea, High Offley, Nr. Woodseaves	8.00 *

toepath

After a few years gap 'Toepath' is to return this year, on Sunday 6th October.

For those not in the know, 'Toepath' was the name given to the annual sponsored walk held on the east side of the canal between Marsden and Longroyd Bridge. This year sees its return, but with a slight difference. We hope to turn the event into more of a sponsored treasure hunt, with clues along the way suitable for young and old alike.

Although it is early days, a small organising committee has been formed, under the leadership of Richard Bussey from Huddersfield, to get the event under way, but we could still do with more help. If you can help, please drop Richard a line, c/o Tunnel End Canal & Countryside Centre at Marsden, and I am sure he will be glad to hear from you.

The basic aim of 'Toepath' will be to encourage people to see the newly restored sections of canal and raise much needed funds for HCS. To encourage other organisations to join us, we are prepared to let bona fide groups keep 50% of the sponsorship money they raise. This way we hope to encourage a greater participation in the event.

The total length of 'Toepath' will be twelve and a half miles (twenty kilometres), so it should not be too hard even for the 'armchair tow-path walker'.

Watch future 'Pennine Links' for further details or contact the HCS office at Ashton or Tunnel End for information and sponsorship forms.

DAVID L. FINNIS



Limekiln Locktail Bridge
Photo: Editor

THE JANUARY MEETING took place on the evening of Thursday the 10th, when the speakers were Dave and Diane Calverley of Peak & Pennine, Outdoor Equipment Specialists, Huddersfield (an unashamed plug!) They gave an audio-visual presentation entitled "A Day Off T'Cut", taking us on an imaginary week's cruise along the waterways of England. Each day concentrated on a trip away from the canal – the museums at Ellesmere Port and Stoke Bruerne (Shropshire Union and Grand Union respectively); the Old Mill Brewery at Snaith, Goole, (Aire & Calder); Kirkstall Abbey (Leeds & Liverpool); Chester Zoo (Shropshire Union); the Keighley & Worth Valley Railway (Leeds & Liverpool); and exploring the Kipton Branch (Leeds and Liverpool) and Horseshoe Falls to Llangollen (Shropshire Union – Llangollen).

Following a suggestion from Peter-John Rice, members of the Colne Valley, Huddersfield and Meltham Civic Societies were invited to attend the February 10th meeting. The speaker was Mr. Frank Smith, General Secretary of the Society, who reported on how the restoration of the canal was progressing. Here is a brief outline of his talk:

On the East Huddersfield side, autumn of this year is the scheduled completion date for the bulk of the canal. Kirklees MC are currently funding this work, and thanks are due for their devotion and foresight. The two blockages, at Longroyd Bridge and at Slaithwaite, will then be the only major obstructions up to Tunnel End at Marsden.

On the West (Ashton) side, voluntary labour is making progress, and completion is anticipated well before the turn of the century.

Standedge Tunnel presents one or two problems, but they are not unsurmountable, and opening of this major attraction (one of the 'Seven Wonders of the Waterways') should also be on schedule by the year 2000.

Peter-John's idea was to invite members from other relevant societies along to our meetings, e.g., walking clubs to the 'Towpath Walks', art societies to the 'Boat Painting', etc.

By the time you read this article we shall have visited the Anderton Lift and the Barton Swing Bridge. However, you might still have time to book for our trip on 'Water Prince', which we have reserved for the afternoon of Sunday, 28th April. (Please note the change of date – the AGM managed to take preference for the 21st!). The cost will be £5 and the bar should be open. Meet at the Apollo Canal Carriers yard, Wharf Street, Shipley at 2.15pm. Again, we would welcome advance bookings to guarantee places, rather than have people turning up and having to disappoint them.

Will members (past, present and prospective) please note that meetings for 1991 will be held on the 2nd Thursday of the month in Handel's Bar at the Wheel Inn, James Street, Golcar, commencing at 8.00pm.

Can you ALL come, and please bring a friend – membership forms will be available.

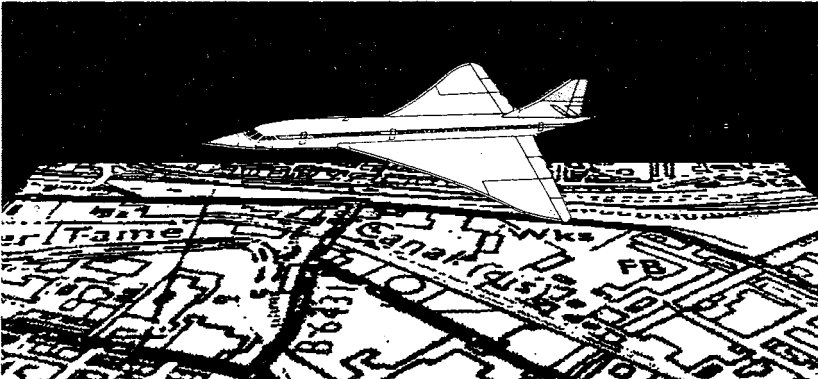
DAVE & DIANE CALVERLEY

EVENTS IN THE N.W. REGION, 1991

<u>DATE</u>	<u>ORGANISATION</u>
<i>May 24,25,26,27</i>	
A.W.C.C. Rally, Thompson Park, Burnley	A.W.C.C.
<i>June 26,27,28</i>	
Whaley Bridge Boat Rally	Furness Vale Boat Club
<i>July 12,13,14</i>	
Ashton Canals Festival, Portland Basin, Ashton-under-Lyne	Ashton Canals Festival Committee
<i>July 12,13,14</i>	
Ribble Link Cruise	Ribble Link Trust
<i>September 14,15</i>	
Castlefield Carnival Boat Rally	Manchester Branch
<i>September 21,22</i>	
Tarleton–Preston Cruise	Merseyside Branch

CALLING ALL PILOTS!

The Society is keen to take aerial 'photos of the Canal for the next Annual Report and fundraising purposes. ***CAN YOU HELP?***



We'll supply the photographer, just need the Pilot & 'Plane/Helicopter.
CONTACT: BOB GOUGH at the Society Office, 061-339 1332

Tunnel End Summer Fair - 29th and 30th June 1991

Following the success of last year's 'Tunnel End Festival' we are holding another event this year over the weekend of 29/30 June.

This year's event is being organised in conjunction with Marsden Community Association and Kirklees Countryside Service and is being co-ordinated by Stuart Moreton from Marsden. Profits from the event are being split fifty-fifty between HCS and MCA, with MCA's share going towards the refurbishment of Marsden Mechanics, which is being transformed into a Community Centre and Library.

Great emphasis is being placed on the event being a 'Community event', with invitations going out to all local organisations to bring stands, stalls, etc., over the weekend.

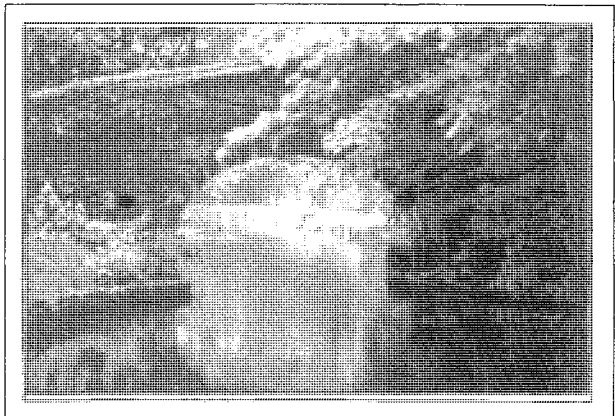
An appeal has also gone out for anyone with a trail boat, dinghy or canoe, to bring it along and ensure that we have plenty of waterborne activities.

The catering for the weekend is to be provided by HCS and MCA, but we are still desperate for volunteers to help during the event, or to bake cakes, etc., prior to the weekend. If you can help at all, please contact Stuart Moreton on 0484 847466.

The Saturday evening will see a re-run of the 'Golden Oldies' disco held just before Christmas, with HCS member and 'Classic Gold' Radio DJ Peter Fairhead hosting another 'Classic Gold Disco' at the Parochial Hall in Marsden. Ticket details, etc., will be available from Tunnel End Canal & Countryside Centre shortly (or the HCS office at Ashton).

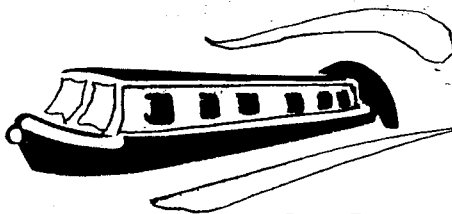
Further details of the event will be available from Tunnel End after Easter.

DAVID L. FINNIS



*Huddersfield Narrow at Uppermill
Photo: Editor*

P·E·N·N·I·N·E · L·I·N·K



EGERTON

Narrow Boats

THE OLD BOATYARD · WORSLEY ROAD · WORSLEY · MANCHESTER · M28 4WN
TEL: 061-793 7031 & 0492 57 2664

**When you take a break from fund-raising and restoration,
why not enjoy the waterways from one of our 'Lady Fleet'?**
Remember - The Duke of Bridgewater started it all from Worsley!
If you're passing, call in and see us.
KEN BAKER

mockridge

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HUDDERSFIELD CANAL SOCIETY

1991 FORTHCOMING EVENTS

Sunday 24th March	am	<i>Visit to the Anderton Boat Lift.</i>
Wednesday 10th April	8pm	<i>Magical Mystery Tour</i> Lecture & slides by John Greenway. Cross Keys Inn, Uppermill.
Thursday 11th April	8pm	<i>Inter-Society Quiz Night.</i> The Wheel, James Street, Golcar.
Sunday 28th April	am	<i>Boat Trip on the Leeds Liverpool Canal.</i>
Wednesday 8th May	8pm	<i>Social Meeting.</i> Railway Hotel, Greenfield.
Thursday 9th May	8pm	<i>Talk on Boat Building.</i> The Wheel, James Street, Golcar.
Sunday 19th May	am	<i>Towpath Walk - Huddersfield Narrow</i> Oldham/Tameside section, plus boat trip.
Wednesday 12th June	pm	<i>Boat Trip - Huddersfield Narrow</i> Pennine Moonraker, Uppermill.
Thursday 13th June	pm	<i>East side Barbeque</i>
Sunday 16th June	am	<i>Towpath Walk - Rochdale Canal</i> Return by boat.
Saturday 29th June	am	<i>Tunnel End Festival</i>
Sunday 30th June		Carnival weekend.

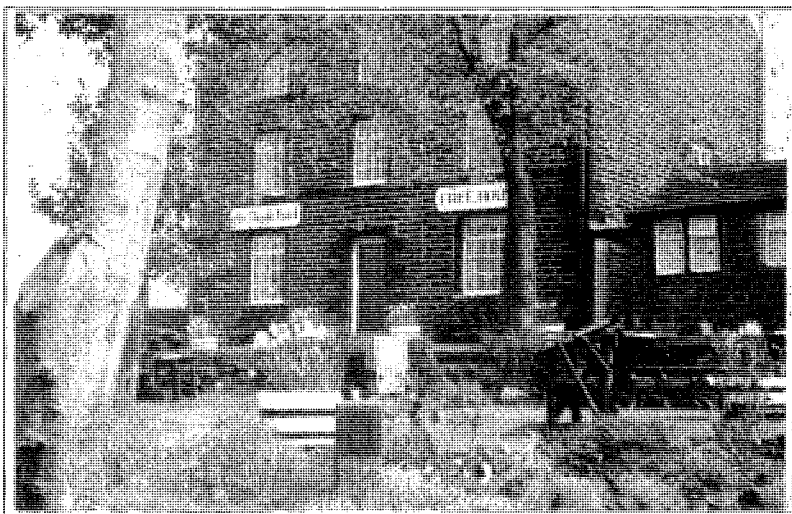
* * *

In addition to all the above, we will be attending many local carnivals with our exhibition and sales stand. We also operate a 50ft trip boat based in Ashton. Volunteers are always needed. If you are interested, please contact our office.

* * *

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Full Page	£15.00	£75.00

NEXT PRESS DATE

Articles, letters, etc., for the Summer 1991 issue of Pennine Link should reach the Editor by 10th May

MIDDLEWICH NARROWBOATS

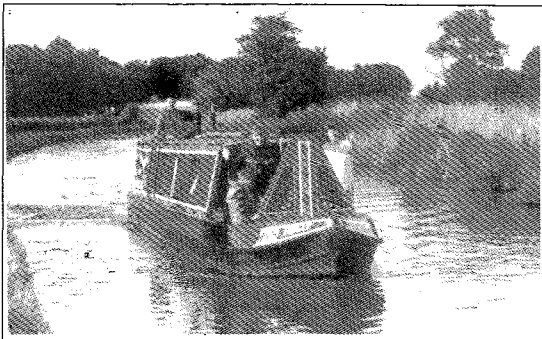
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One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North West system - all the canals are within one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

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- 1862 Mr. & Mrs. Robert & Helen Smith, [REDACTED]
- 1863 Mr. D.J. Abbott, [REDACTED]
- 1864 Ms Louise Tischler, [REDACTED]
- 1865 Mr. & Mrs. A. Scarsbrook, [REDACTED]
- 1866 Mr. Dave J. Godwin, [REDACTED]
- 1867 Mr. & Mrs. W.J. Ward & Family, [REDACTED]
- 1868 Mr. & Mrs. Joe and Shirley Ratcliffe, [REDACTED]
- 1869 Mr. C.G. Jones, [REDACTED]
- 1870 Mr. & Mrs. David & Judith Weston, [REDACTED]
- 1871 Mr. & Mrs. Kev & Sue Brayshaw, [REDACTED]
- 1872 Mr. J.B. Atkins, Dartline Cruisers, [REDACTED]
- 1873 Mr. & Mrs. D. Lavelle, [REDACTED]

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17	1	45	1	72	1
18	1	46	2	73	2
19	1	47	18	74	15
21	1	48	18	75	24
23	1	49	8	76	2
24	23	50	1	77	10
25	17	52	5	78	2
26	2	54	18	79	26
28	2	55	4	80	19
29	2	56	16	82	15
31	8	58	23	83	20
32	2	59	23	84	3
33	3	60	1	85	20
34	2	61	3	86	10
35	5	62	3	87	21
36	6	63	2	88	21
37	4	64	20	89	20
38	12	65	12	92	6
39	2	66	9	94	19

SPECIAL EVENTS - 1991**EAST SIDE**

- Sun. Anderton Lift & Barton
Mar. 24 Swing Bridge
- Thu. Inter-Society Quiz
Apl. 11 The Wheel, Golcar
- Sun. Boat Trip - Leeds & Liver-
Apl. 21 pool - Bingley 5-Rise
- Thu. Talk on boat-building
May 9 The Wheel, Golcar
- Sun. Towpath Walk - West Side
May 19 Return by boat
- Thu. Barbeque
June 13
- Sun. Towpath Walk - Rochdale
June 16 Return by boat
- Thu. Towpath Walk -
July 11 Tunnel End
- Sun. Boat Trip
July 14
- Thu. Report on Restoration
Aug. 8

WEST SIDE

- Wed. "Magical Mystery Tour"
Apl. 10 Lecture & Slides -
 John Greenway
- Wed. General Meeting
May 8 Railway Hotel, Greenfield
- Wed. Boat Trip for Members
June 12 Uppermill to Browhills
- Wed. General Meeting
July 10 Tollmache Arms,
 Mossley

N.B. All meetings commence at 8.00 pm

The Sair	Hoyle Ing., Linthwaite, Huddersfield
Cross Keys Inn	Church Lane, Uppermill, Saddleworth
Tollmache Arms	Manchester Road, Mossley
The Wheel	Golcar, Huddersfield

**HUDDERSFIELD
CANAL
SOCIETY**