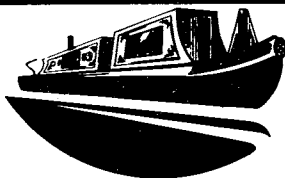


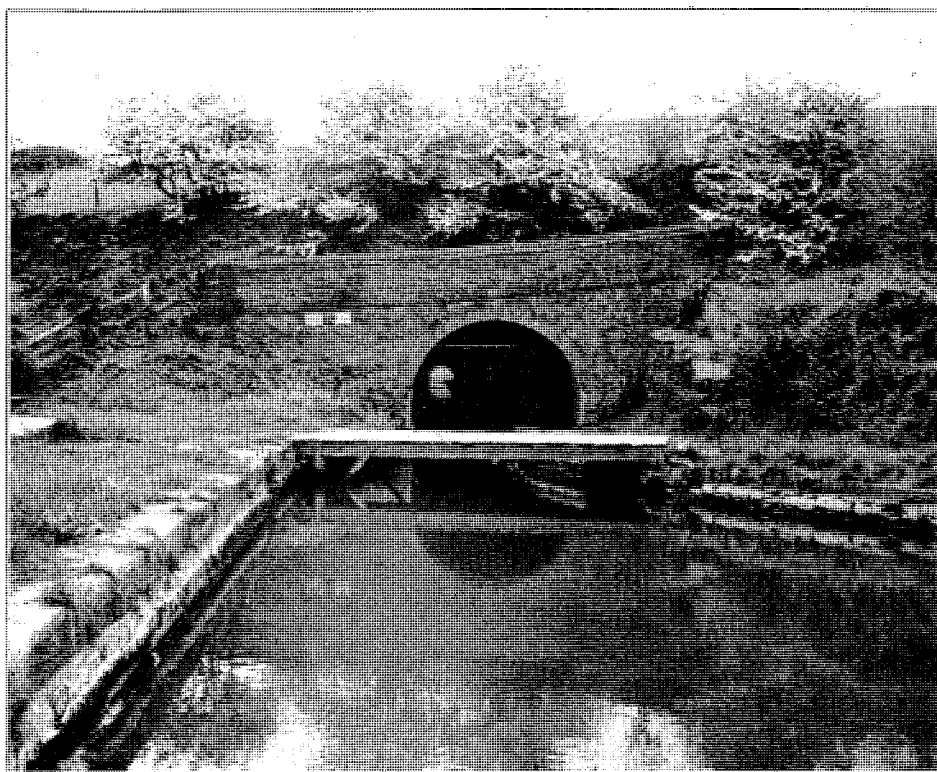
**HUDDERSFIELD  
CANAL  
SOCIETY**



**PENNINE LINK**

No. 98

Summer 1991



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Huddersfield Canal Society Limited,  
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Membership Secretary	Mrs. J. Young	Huddersfield Canal Society Ltd., as above

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*Front cover picture: The West Portal of Scout Tunnel after removal of 'end stops'. Photo by the Editor*

## HUDDERSFIELD CANAL SOCIETY LIMITED

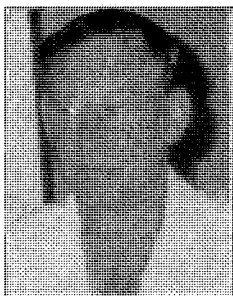
### COMPANY OBJECTIVES

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.



P'Link, P'Link, fizz. A seltzer taken by eye, preferably while sitting in a comfortable armchair. The formula is intended to calm the nerves and convey that all is well on the restoration scene. News from the inland waterway network is, on the whole, encouraging. The Basingstoke and Kenet and Avon canals have come to fruition, and the transpennine Rochdale and our own Huddersfield canals are well advanced with victory in sight. Plans to open up our own canal into Staley Wharf are well advanced with provision of a winding hole and moorings. If all goes well, the scheme and fund-raising appeal will be launched at the Ashton Canals Festival, with detailed drawings

and an artist's impression on display.

On the down side, North Cheshire Cruising Club, with prior notification to B.W., organised an Easter weekend with several boats sailing down the Marple flight with the intention of going to the limit of navigation at Stalybridge. In the event, Marple locks proved difficult and the Huddersfield locks impossible. The local vandals had thrown so much foreign matter into the canal and lock chambers that it took over three hours to get two boats through lock one. The trip was then abandoned. There are several facets to this sad situation that need to be pursued (but not on this page).

Having had a little swipe at B.W. I will now mention something on the positive side. Since reorganisation and shift of strategy, from just keeping water flowing to a customer orientated commercially viable business, a number of revenue-generating schemes have been introduced. The latest, which I have heard about on the wireless and read about in the waterways newspaper 'New Ways', is to use the waterway network for a web of fibre optic cables for telecommunications. The theory is that the waterways already cover vast areas, there will be no digging up of roads or unsightly overheads, and the cables will be easy to lay in the canal bed and around locks. It sounds like a fine idea, but one has to ask: What about dredging? Newspaper headline: '10,000 'phone conversations cut off as bucket of silt is dropped in mud hopper'. I shouldn't poke fun - I'm sure the engineers have considered this aspect.

Actually, it could be a great boon. How many people have sailed the system and wanted to make a phone call? You find a likely-looking bridge in a town or village (not where you wanted to stop anyway), walk for miles in both directions, only to find a phone box with a big queue; vandalised; coin slot full, or just not working. What if there were a loop taken from these sub-canal cables at every mooring site, and a special socket fitted that would accept your own telephone handset plug? By keying in your private code number you could be connected to the world and an account rendered accordingly. I'm sure it's possible, but is it worth the effort?

I have already mentioned the Ashton Canals Festival which now looms large on the horizon. The programme delivered with your Pennine Link will tell you all about it. If you want to come by boat or bring a caravan and have lost your booking form, just contact me and I will make the necessary arrangements.

Enjoy your waterways. SEE YOU AT ASHTON. (I will be the one trying to get boats into a multi-storey marina!)

ALWYN OGBORN

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### REPRODUCED BELOW ARE THE CHAIRMAN'S REMARKS AS PUBLISHED IN THE SOCIETY'S ANNUAL REPORT FOR 1990

1990 has seen restoration of the Huddersfield Narrow Canal progress to the halfway stage and beyond. By December 1990, 46 of the original 74 locks had been rebuilt to operational standard and almost ten miles of canal dredged. It has taken about ten years since Anthony Burton ceremoniously broke the concrete capping on Dungebooth lock at Uppermill to reach this point, and though all Society members are members of the 'no turning back' committee, everyone outside the Society must now believe that the canal will be completed, and perhaps by the year 2,000.

What has been achieved in 1990? In Kirklees five more locks were restored and it is likely that by the end of 1990 only the major blockages will remain. In Oldham and Tameside four more locks were restored and British Waterways unblocked the two portals of Scout Tunnel. Throughout the length of the canal approximately £500,000 was spent on lock restoration and dredging.

Restoration of the canal was funded by the Society, Kirklees, Tameside and Oldham Councils and British Waterways. Until April 1990 the Society participated in the Training Commission's Employment Training programme, but reluctantly pulled out when the funding to the scheme was significantly reduced and affected the viability. The result is increased cost of restoration.

Restoration of public assets such as waterways will necessarily be largely publicly funded. The Society is endeavouring to seek alternative financial support and in 1990 we engaged professional fundraisers to advise us. Modest success was achieved and we have been supported by our Patrons, Professor David Bellamy, David Essex, Thora Hird and Phil Sayer. We shall build on the experience gained and continue to seek alternative sources of funding.

The Society has recognised the importance of the Mersey Basin Campaign in revitalising the river valleys. Accordingly we have supported the Campaign, which in turn has backed our financial bids with the European Commission via the Department of the Environment. The Campaign's Voluntary Sector Committee, with drastically reduced funding, granted the Society £65,000 for the period up to 1990. To maintain restoration at the present rate we need to spend over £240,000 in 1990 and guaranteed income via grants, donations and fund raising activities is essential if we are to leave the bulk of our investments intact for the major capital works.

I am pleased to report an increased involvement by a wider membership in 1990. The Council of Management has devolved initiative-taking to three action groups concerned with Promotion, Restoration and Finance. Whilst they are led by Council members, we welcomed new members to these groups and some with skills such as surveying, engineering and general business acumen have reinforced the Society's active role in promoting restoration. The Society is open to new ideas and all interested parties should contact me or Council members.

There are new opportunities in 1991. The Society wishes to see the Staley Wharf project proceed in Stalybridge. We shall support a slipway in Slaithwaite through the Colne Valley Trust – an organisation keen to support the canal and its usage. The Standedge Experience element in the 1989 engineering and leisure study of the tunnel is now being pursued by a working party of local authority officers with ourselves and British Waterways and we are grateful for the input by British Waterways engineers in evaluating the costings in the very thorough Ove Arup report.

1990 saw the reopening of the Kennet and Avon Canal after more than forty years of restoration and campaigning. We have been campaigning since 1974. We are more than halfway there, with major obstacles ahead, but I am confident that by the year 2000, only 20 years after the restoration began, with the continuing support of the public sector, business and the community, we shall achieve or be near to achieving our goal – through navigation from Yorkshire to Lancashire on the shortest, and indeed, most spectacular, waterway crossing of the Pennines.

DAVID SUMNER

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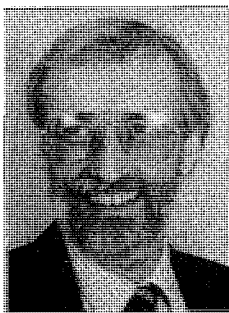
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AFTER TAMESIDE COUNCIL selected the canalised River Tame route as the preferred option for rebuilding the canal to bypass the infilled section in Stalybridge, Tameside Council Officers (Steve Hughes in Planning being the most likely candidate) christened the first phase, the rebuilding of the canal from Bayley Street to Caroline Street, as the Staley Wharf project.

The restored canal from Ashton to Stalybridge reaches almost to Bayley Street before an impassable weeded and rubbish filled section is reached. Bayley Street bridge has been modified with supporting structures preventing navigation and the canal beyond is filled in.

#### ORIGINAL NUMBER ONE PRIORITY

The West Side work programme agreed by the Huddersfield Narrow Canal Joint Committee (the joint Local Authorities, British Waterways, H.C.S. Committee overseeing restoration) has as the number one priority for new build works, the provision of a winding hole in this area, because without any facility to turn boaters will not use the first navigable section of the Huddersfield Narrow to be reconnected to the main canal network. Although the provision of a winding hole was high on the list of priorities, Staley Wharf was not, because it seemed logical to carry out the project as part of the Stalybridge diversion and because it appeared very costly in relation to the extra length of canal gained.

Discussions have taken place between British Waterways, Tameside Council and the Society about the proposed winding hole. It is evident that the original proposed site at Port Street is too constricted to form a satisfactory turning space even for short boats, and that the alternative site we considered at Stanley Square would be too costly for a temporary facility which will not be required when the Staley Wharf scheme is complete.

#### REAPPRAISAL OF PRIORITIES

This has led the Society's Construction Group to reappraise the importance of the Staley Wharf project and place it as our Number One new-build priority. Construction Group have recommended and Council have agreed that this scheme should be the Society's main fundraising initiative, with the intention of starting work next year if possible.

In addition to the impracticability of providing an alternative turning facility, several other factors led us to this view, which supports Tameside Council's desire to have Staley Wharf completed as soon as possible:

- (a) The benefit of bringing boats actually into Stalybridge.
- (b) A large retaining wall alongside the canal below Bayley Street was known to require rebuilding at a cost of around £150,000 which was expected to have to be met by the scheme. This has now deteriorated to such an extent that remedial works are needed irrespective of whether the canal is restored or not. The cost will not, therefore, have to be met by the restoration scheme.
- (c) Tameside Council are spending £50,000 on the enlargement of a sewer off the site to allow the removal of the sewer pipes which lay in the former canal bed.



(d) Tameside Council engineers are designing the new bridge required at Bayley Street.

(e) Additional resources are thought likely to be available from Tameside Council for the scheme and from British Waterways towards the provision of a turning facility.

The rebuilt Bayley Street bridge will be of concrete box culvert construction similar to the new Wakefield Road Bridge in Huddersfield. Beyond Bayley Street the canal was infilled when High Street was widened. It is, however, a relatively simple engineering matter to re-excavate a channel, although some strengthening may be required to the High Street embankment. A new basin can be created at the Caroline Street end of the site to allow for boats to turn and visitors to moor. The land required is in the ownership of Tameside Council, although a significant part is on a long lease to IMI Range, who occupy an adjoining site. They make no use of the narrow strip we require and Tameside officers are discussing with the company the options to allow the canal to be rebuilt. We hope this will be successful, and indeed, we think that the canal would be a benefit to the company by improving the appearance of their frontage and enhancing the value of the remainder of their leased land for development. A planning application will be submitted in due course.

The bulk of the work is within the capabilities of the Society's restoration workforce, although Discussions will be required between the Society, Tameside and British Waterways on this issue. Discussions will also be necessary on the details of the engineering design needed and to firm up financial arrangements. Provided all goes well, and the present dredging operations in Mossley are completed, we hope to be on site next year.

#### FUND-RAISING INITIATIVES

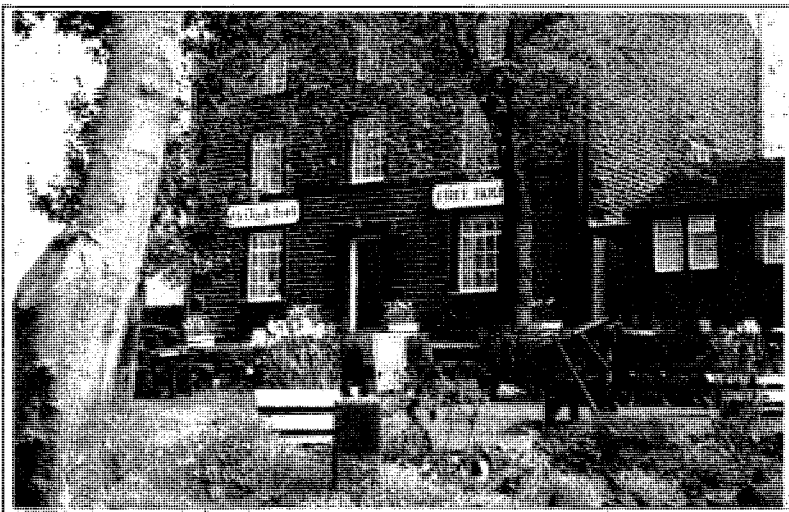
The Society intends to launch a major fund-raising initiative at the Ashton Canals Festival and will, in conjunction with Tameside Council, see whether any sources of grant-aid can be identified so that we can, if possible, largely fund Staley Wharf separately from our current lock restoration and dredging programme. Unless we can receive significant additional funding from donations, grants, sponsorship, charitable trusts, etc., that programme must slow down anyway. Despite our success in obtaining retrospective European Regional Development Fund money and in raising funds from other sources, the Construction Group's budget for this year is less than we spent on restoration last year.

Depending on the size of the basin to be created and the method of construction, the expected cost is thought to be at least £230,000, although more detailed work is required to firm up this figure. It is hoped that Tameside Council will be able to find their share of the cost (having already funded the sewer diversion, and given a further £30,000 towards the Society's lock restoration programme in 1990/91), and that British Waterways will be able to contribute despite their limitations on expenditure on a Remainder Waterway.

If all the Society's members won the pools and donated, say, £100 each, we could easily fund Staley Wharf. Sadly, that is unlikely, but I would ask that you consider looking for your cheque books now – don't leave it until tomorrow, because tomorrow never comes! Seriously, if you can make a donation, or know of a company or charitable trust that could, your help will be much appreciated by your Society.

KEITH GIBSON

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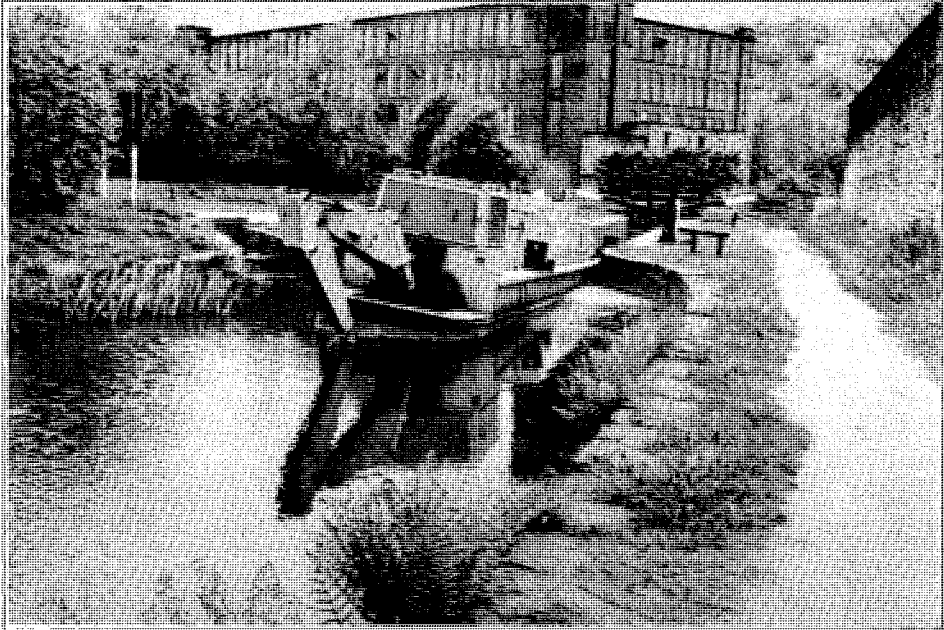
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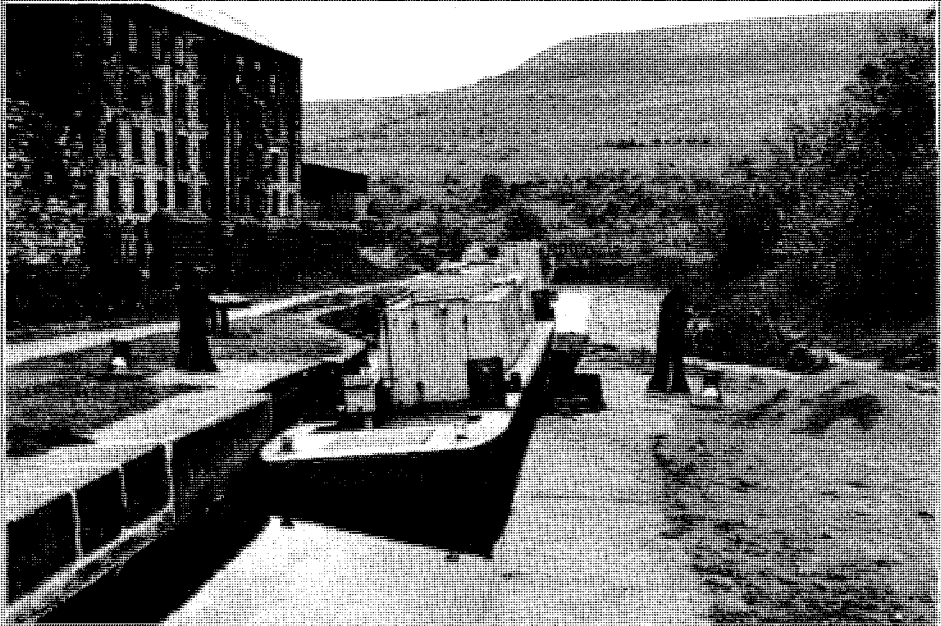
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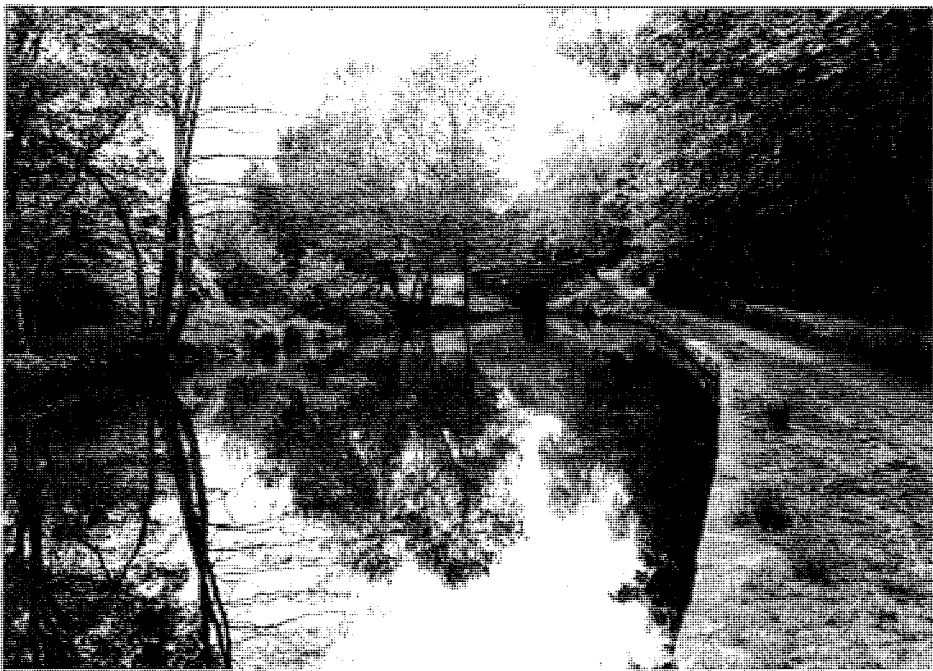
*The dredger above Lock 14W Photo—Ed.*



## A NOTE ON THE CURRENT STATE OF PLAY ON THE VARIOUS PROJECTS INVOLVED IN RESTORING THE HUDDERSFIELD NARROW CANAL

1. **ASHTON-STALYBRIDGE:** Locks 1-3W rebuilt and canal dredged by HCS. Open to navigation, but no turning facilities at Stalybridge.

2. **STALEY WHARF:** Bayley Street bridge designed by Tameside Council, who are discussing access to land alongside High Street which they lease to IMI Range, to rebuild canal. Planning permission is to be sought for scheme including a basin/wind-ing hole at Caroline Street end of site. Tameside have spent £50,000 on enlargement of off-site sewer to allow removal of sewer in canal bed. Major fund-raising initiative planned by HCS with hope of work starting in 1992, subject to completion of present dredging programme in Mossley, Planning Permission being granted, access arrange-ments, and agreement of design details.



*The Pound between Locks 10W & 11W Photo - Ed.*

3. **STALYBRIDGE DIVERSION:** The options for bypassing the centre of Stalybridge, where the canal is infilled, were investigated for the Society by Consulting Engineers W.S. Atkins & Partners some years ago. A route linking the Staley Wharf project and the existing canal beyond Mottram Road by canalising the River Tame was selected by Tameside Council as the preferred route. A desk-top study by British

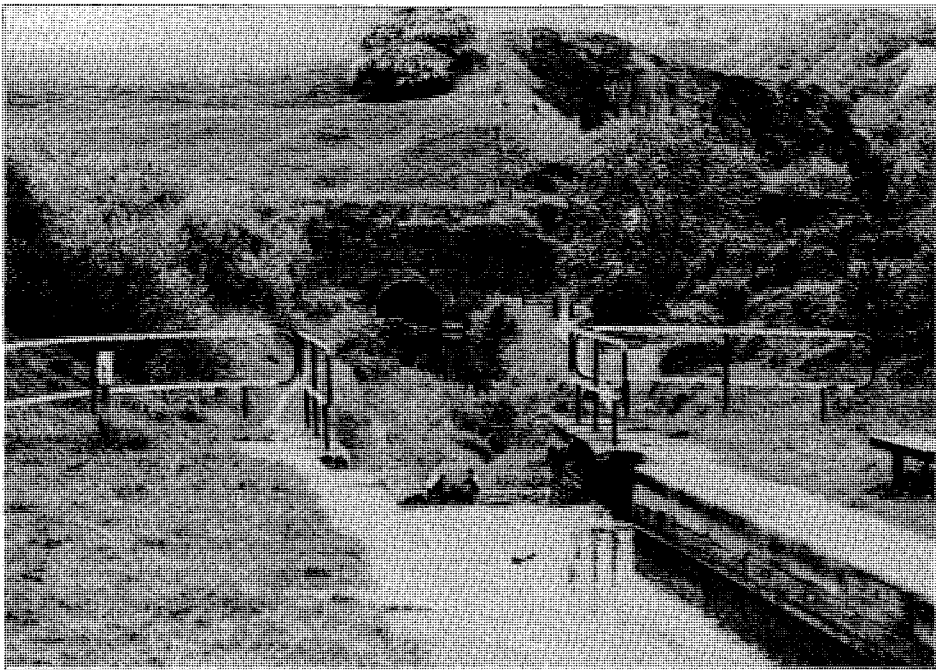
Waterways and Tameside Engineers just completed shows the route is feasible and, with modifications, has identified cost savings. Parts of the modified scheme may be within the capability of the Society's workforce after the experience gained at Staley Wharf and Hartshead. Grant-aid is unlikely to be available until the canal is nearer to being restored at each end of the blockage, so progress here is likely to be slow.

4. **STALYBRIDGE-HARTSHEAD:** Apart from dredging, no significant work thought necessary.

5. **HARTSHEAD INFILLED SECTION:** After lengthy negotiations land required to build new channel alongside site of former Hartshead Power Station transferred from Central Electricity Generating Board to British Waterways. Design work carried out for Society by students of Sheffield Polytechnic and Salford University, to be worked up into a detailed design by Ken Wright (a member of the Society's Construction Group) and his professional helpers in agreement with British Waterways. Will involve new bridge at Grove Road and replacement of Lock 8W. In general expected work within capability of Society's workforce.

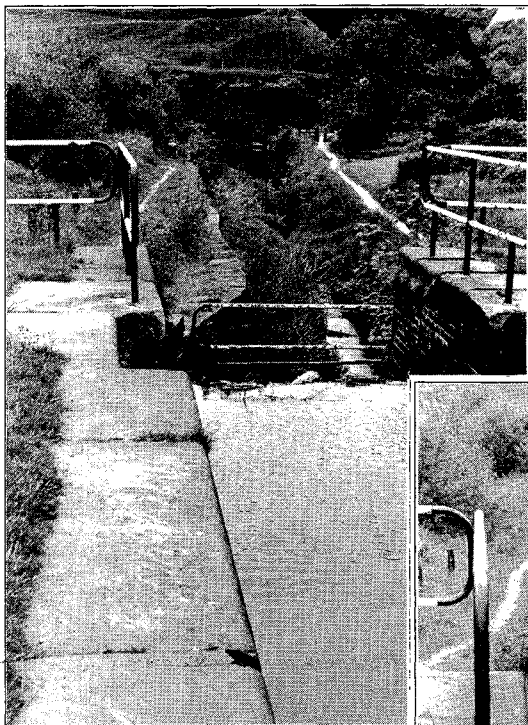
6. **GROVE ROAD - SCOUT TUNNEL:** Canal dredged and Locks 9-11W restored by HCS. Navigable.

7. **SCOUT TUNNEL:** Bricked-up portals re-opened by British Waterways in 1990 and minor repairs carried out. Towpath handrail being restored by HCS. No further work required. Navigable.



East Portal, Scout Tunnel. Photo - Ed.

**8. LOCK 12W:** An earth slip of the embankment alongside the canal has seriously distorted the alignment of the canal, and would have distorted the lock chamber had it not been filled in with spoil and concrete. British Waterways Engineers have carried out initial investigation and suggested possible solutions. Further work to be carried out by Ken Wright on behalf of Society, prior to agreement of a design solution with British Waterways.



**9. LOCK 12W- UPPERMILL HIGH STREET:** Major section through Mossley and Greenfield. HCS workforce currently working on Lock 13W, having completed Locks 14, 15, 16 and 17W. Locks 18, 19 and 20W were commenced by Oldham Council's Community Programme scheme, but completed by HCS after the two west side schemes were combined under the control of the Society in 1989. Dredging of this section is a major priority and is to be carried out by

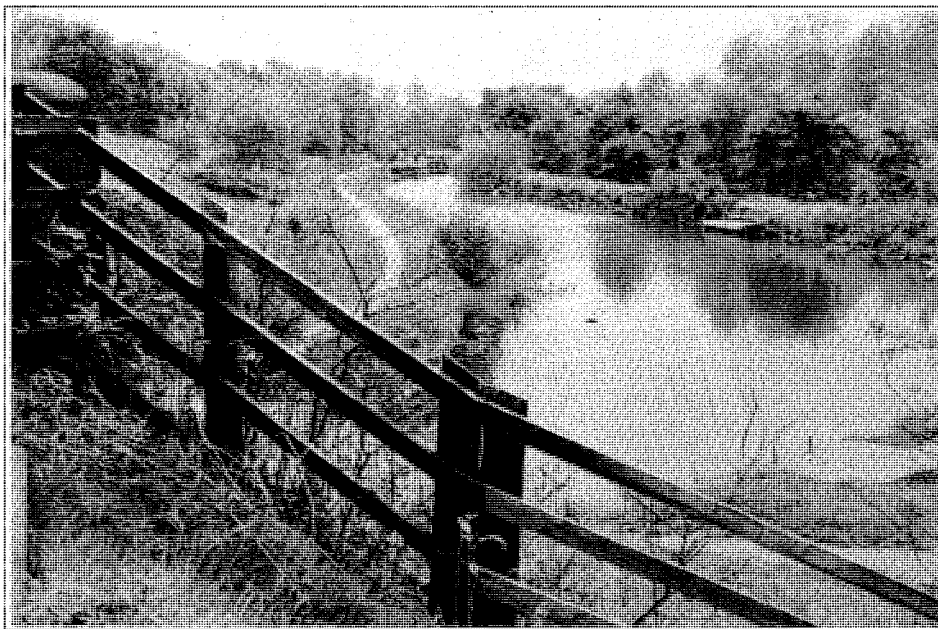


*Two views of the distorted wash wall caused by land slip between Scout Tunnel and Lock 12W Photos - Ed.*

the Society using a dredger, tug and crane hired from British Waterways at a cost of £500 per week (very reasonable as plant hire rates go and cheaper than using our own less efficient dredger). Planning Permission has been obtained for a dredgings tip near to Milton Mills, Mossley. (The Society's previous dredgings tip at Alma Street, Stalybridge, has been regraded and landscaped now).

**10. SADDLEWORTH AREA CULVERTED BRIDGES:** As major items of expenditure over a short time period, we cannot programme rebuilding of the culverted bridges at Manns Wharf (Well-i-Hole), Frenches, Uppermill High Street (Wade Lock) or Wool Road until additional funding is identified, or the bulk of the work utilising the Society's workforce is completed, because we cannot fund a bridge and continuation of the present restoration programme in the one year. Discussions regarding design work to follow on from initial surveys are, however, progressing with Oldham Council and all sources of funding are constantly under review.

**11. UPPERMILL SECTION:** Lock 21W (Wade Lock) is likely to be delayed until we can programme restoration of adjacent High Street Bridge, because it is undesirable to dig-up the attractive landscaped area here twice and because it is not yet clear how construction of new bridge will affect the lock (a temporary road over the lock may be essential to keep traffic moving?) Beyond that the canal is restored through Uppermill to Wool Road. Locks 22W (Dungebooth) and 23W (Lime Kiln) were first locks to be restored (by HCS and other volunteers) when restoration work began ten years ago. The canal between the locks and Uppermill Museum Basin was dredged by British Waterways. The infilled section where Wool Road had been widened was rebuilt in a concrete channel by Oldham Council. Navigable.

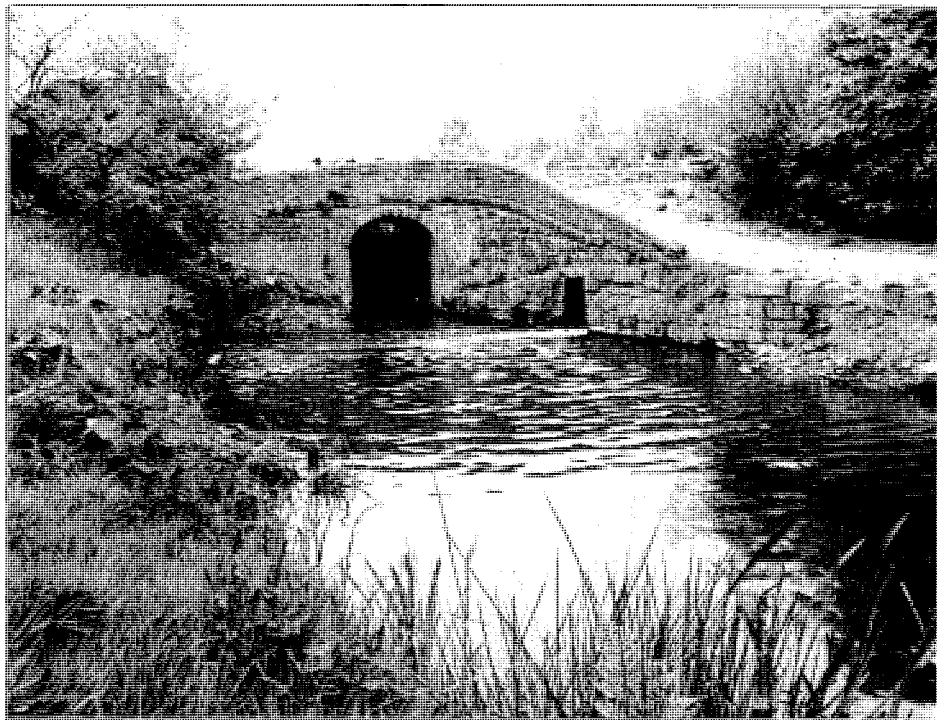


*View from above the West Portal, Scout Tunnel Photo - Ed.*



12. **DIGGLE FLIGHT OF LOCKS:** Because of the problems of Locks 12W and 21W, Diggle will be the Society's next major lock restoration programme. Timing will depend on progress of current dredging programme and whether Staley Wharf scheme is able to commence first. Locks 31 and 32W (the top locks before Standedge Tunnel) are being restored by HCS volunteers with a little help from Society's workforce.

13. **STANDEDGE TUNNEL:** £300,000+ engineering and tourist study carried out for the Society on behalf of Huddersfield Narrow Canal Joint Committee (and funded by Kirklees, Oldham and Tameside Councils, British Waterways and the Society, with grants from European Regional Development Fund and Yorkshire & Humber Sports Council) by engineering consultants Ove Arup and leisure consultants L & R, showed restoration of tunnel was technically feasible and less expensive than we had feared. Further work by British Waterways mining engineer Malcolm Stakes is establishing which parts of work fall to British Rail (because of close relationship of canal and railway tunnels) and which items of expenditure should be deferred or are not essential. Significant cost savings seem likely. British Rail have begun their programme of work in the tunnel. A working party of Tameside, Oldham and Kirklees Officers, British Waterways and the Society, is looking into the possibility of trip boat operations into the tunnel at an early date.



*Lock Tail Bridge, 14W Photo—Ed.*



14. **TUNNEL END (MARSDEN)–SLAITHWAITE:** Canal restored (dredged and Locks 42E – 25E restored) by Kirklees Council, initially as a Community Programme scheme. Lock 24E in current programme to be restored by Kirklees. Society has offered financial help towards provision of a slipway by Colne Valley Trust. Navigable.

15. **SLAITHWAITE – LINTHWAITE – MILNSBRIDGE – PADDOCK:** Canal restored, or being restored, by Kirklees Council. Hoped to reach Lock 4E and see completion of straightforward works in Kirklees this year.

16. **MAJOR BLOCKAGES ON EAST SIDE:** Kirklees has agreed draft plans with British Waterways to deal with the major blockages at Slaithwaite village centre, Sellers Engineers and Bates & Co. (both in Huddersfield), and have obtained Planning Permission to rebuild the canal through Slaithwaite. As is the case with the Saddleworth bridges, the identification of sources of funding is the main problem to resolve.

17. **MINOR BLOCKAGES ON EAST SIDE:** Whiteley Street Bridge, Milnsbridge being rebuilt at present time by Kirklees Council. Bridges at Mark Bottoms, Britannia Road (swing bridge) and Lees Mill to be resolved in subsequent years. Huddersfield Polytechnic access embankment and sewer to be removed as part of Huddersfield Riverside environmental improvements programme. Discussions regarding funding and provision of a replacement bridge taking place between Kirklees Council, Huddersfield Polytechnic and HCS.

18. **WAKEFIELD ROAD:** New bridge linking to Aspley Basin built by former West Yorkshire County Council.

By the time you read this the 50th lock on the canal may have been restored, either by the HCS team under Steve Whitby, or the Kirklees team under Concrete & Timber Services Ltd. Manager, Ian Preston (who now works under contract to Kirklees, having bought the lock gate workshop from the Council). Only another 24 to go to reach the original 74! – but the diversions needed at Sellers Engineers in Huddersfield and into the River Tame at Stalybridge will add to the total, which is likely to be 77 when the canal is fully restored.

KEITH GIBSON

## BOAT TRIPS

*If you would like a canal boat trip, HCS are operating at both ends of the canal:*

No. 2, a small open boat, is running at weekends from Tunnel End, Marsden.

Greater Manchester, a 50ft. covered narrowboat, runs trips from Portland Basin, Ashton.

March and April were two very active months for us. We have an excellent core of members who attend most of what is arranged, whilst each meeting has seen new members attending or old members re-appearing.

March's mid-week meeting saw Howard Mason take centre stage. Howard is Tame-side Canal Fitters, and he came to talk about and demonstrate traditional canal painting. In other words, he showed us how to paint "Roses'n'Castles". The highlight of the evening was when he produced a set of paints and a brush for each member attending so that we could 'have a go'. For first-timers, according to Howard, the results were outstanding, but he flatly refused to set anyone on working for him! Thanks to Howard, an ex-member (why ex? – he would not say) of HCS, for a thoroughly enjoyable evening.

The re-emergence of the Sunday meeting took us to the villages of Anderton and Barton. At Anderton, Mr. Peter Smith of the Anderton Lift Development Group persuaded us to leave the safety of our coach and wander over to a mish-mash of iron girders, collectively known as 'The Anderton Lift'. He took us on a guided tour of the surrounding site, which had recently been excavated by members of the trust (??) He also gave us an abridged history of the lift itself, including the planning problems of its restoration. (It transpired that, after years of negotiations with various bodies regarding what could and could not be renovated, none of the people making the decisions in London had actually seen the structure!) A highly informative visit – thank you!

We next made an admirable stop for solid and liquid refreshment at the Chetwode Arms, Lower Whitley. Robert and Anita Southerton (our hosts) made us most welcome, letting us have our own private room for the duration of Sunday lunch. This was very much appreciated, especially considering how busy the pub was. Thank you!

It was a shame to leave such a wonderful hostelry, but Barton was beckoning. Malcolm, the engineer on duty, did us proud. He showed us around the swing bridges complex (the various control rooms, engine rooms, etc.) and explained the workings in great detail. He performed wonders, especially considering that his projected Sunday afternoon siesta was disturbed by thirty-odd (take that any way you want!) canal day-trippers! (We must point out that his siesta was enforced from without, due to the temporary closure of the Manchester Ship Canal).

Finally, we must thank K-Line Coaches for their fine service.

Why should the word 'quiz' send tremors down people's spine? In other words, our numbers were slightly down for the quiz night, and perhaps if we had publicised beforehand the prize of a bottle of vodka, we might have done better! Still (no pun intended), a convivial evening was had by one and all. (No mention will be made of the fact that Dave awarded the prize to the wrong team. He claims that he wrote one of their scores down as '13' instead of '8' – a good enough excuse for an ex-Maths lecturer!) Congratulations to the winners, Trevor and Coleen Ellis and Dave Finnis. (See elsewhere for the questions and an on-going competition).

Apollo Canal Carriers were our hosts for a trip along the Leeds & Liverpool Canal. The weather was superb, just right for a cruise in Water Prince from Shipley to Bingley and back.

*Please note a couple of changes to our future meetings:*

AUGUST 15 is now a film evening. We shall be showing some films made by members of the Huddersfield Cine & Video Club of the Huddersfield Canal(s). If you know of any other suitable films please let us know.

SEPTEMBER 12 will be the East Side's AGM (we are told that they used to be a regular event). It will only be a short affair, followed by a 'Canal Forum', where certain 'Canal Celebrities' will be available to answer your questions.

SEPTEMBER 15 is the re-arranged date for our trip of the Boat Museum at Ellesmere Port.

Thanks to everyone who is supporting our efforts to raise the profile of HCS. We hope to see you all soon (both past and new members), and please bring a friend – membership forms will be available.

Please let us reiterate the fact that whilst we are always looking for volunteers to do this and that, we readily accept the fact that most of you cannot spare any additional time. So if you are thinking about attending a 'social' meeting but do not want to because you think that you will be pressurised into spending extra time at another function, DO NOT WORRY – you will not be.

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

DAVE & DIANE CALVERLEY

## *Tunnel End Summer Fair '91*

proudly present a

### 'Classic Gold Golden Oldies Party'

with Classic Gold Radio DJ

PETER FAIRHEAD

29th June

at Marsden Parochial Hall

from 7.30 pm.

Licensed Bar applied for

*Available from:* Tickets £2.50 (£3.00 on the door)

HCS Office, 239 Mossley Road, Ashton-under-Lyne

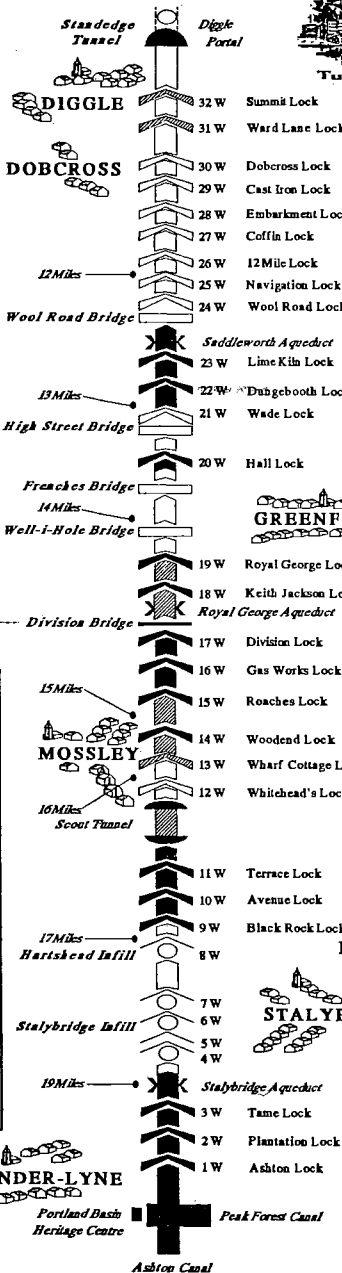
Tunnel End Canal & Countryside Centre, Marsden

HCS Stall at the Tunnel End Summer Fair

**Huddersfield Narrow Canal**  
**West Side**  
 Restoration Progress  
 May 1991



Wool Road Warehouse

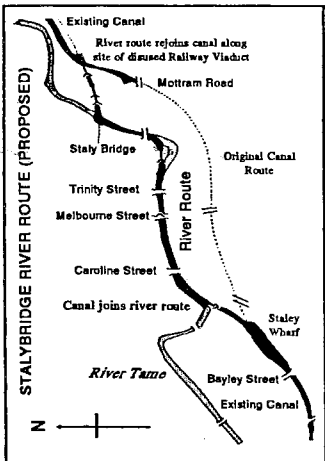


Tunnel Entrance

**Legend**

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

OLDHAM M. B.  
 TAMESIDE M. B.



Brownhill Visitor Centre



Scoot Tunnel Entrance

NOT TO SCALE

## **MEMBERSHIP DRIVE**

**FULL RESTORATION  
NEEDS YOUR HELP**

**PLEASE TRY TO  
INTRODUCE A NEW  
MEMBER BEFORE  
THE NEXT ISSUE**

# JOIN NOW!

**Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support, or in any other way you have to offer.**

I/We wish to join the Huddersfield Canal Society.

Name/s \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_ Telephone \_\_\_\_\_

Occupation \_\_\_\_\_

Amount enclosed £ \_\_\_\_\_ Cheque/PO/Cash \_\_\_\_\_

I heard about the Society from \_\_\_\_\_

**MEMBERSHIP RATES:** Individual: £8.00; Family Membership: £10.00; Associate: £15.00; Life: £80.00; Corporate: £150.00 (min.). If elected I/we agree to abide by the Memorandum and Articles of Association of the Company.

To: Membership Secretary,  
Huddersfield Canal Society Limited  
239 Mossley Road,  
Ashton-under-Lyne, Lancs.,  
OL6 6LN.

Fold to show HCS address in window envelope

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The Rochdale Canal Book	£1.00 + 65p p & p
Walkers' Guide to the Lancaster Canal	£4.95 + 70p p & p
Narrow Boats (Hardback) Tom Chaplin	£15.95 + £2 p & p
Narrow Boats at Work (Paperback) Michael Ware	£7.99 + £1.40 p & p
The Aire & Calder Navigation	£4.95 + 80p p & p
Canals & Waterways - A History in Camera	£3.95 + 80p p & p
Observers Book of Canals	£3.95 + 50p p & p
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





**PLATES:**

Tunnel End, Dungebooth, Tumbridge – each	£4.95
set of three	£12.00
(write for more details)	

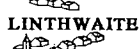
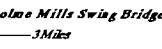
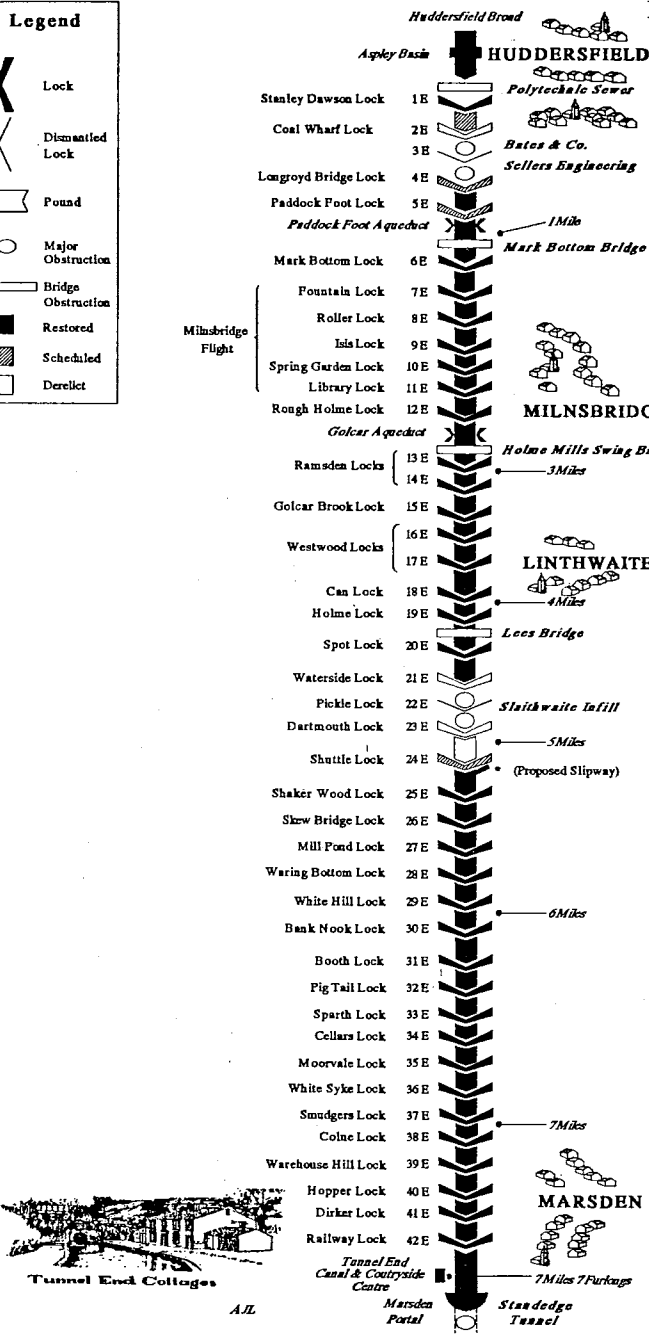
**VIDEO:****"The Impossible Restoration"****£11.99 + £1 p & p****ORDER FORM OVERLEAF**



**Legend**

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

## Huddersfield Narrow Canal East Side Restoration Progress May 1991



A.J.L.

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

## TOEPATH '91:

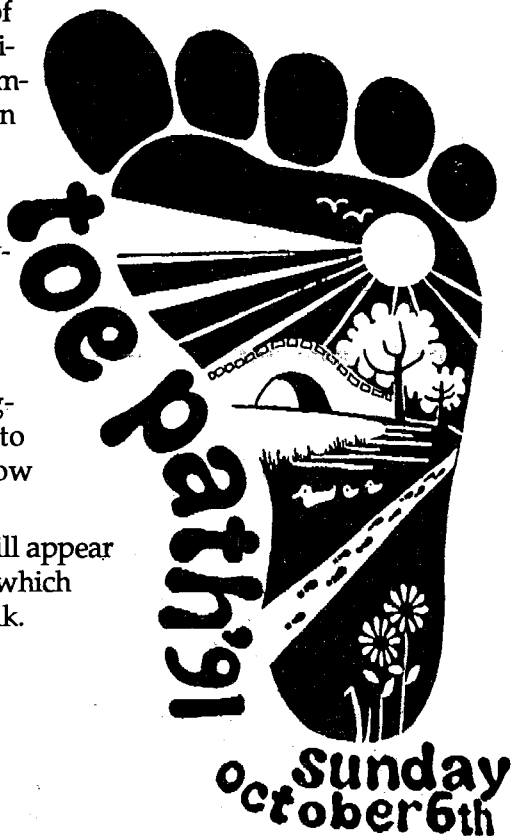
**Arrangements are now well in hand for this year's 'Toepath Walk' which is scheduled to take place on Sunday, 6th October.**

The 20 kilometre route will follow the length of the towpath of the Huddersfield Narrow Canal between Tunnel End at Marsden and Longroyd Bridge just outside Huddersfield, but to be different or awkward the official start will be in the middle at Slaithwaite!

To encourage as many groups as possible to join Society members on the walk, sponsorship arrangements are being devised to enable other bona fide organisations to keep up to 50% of the sponsorship money their participants raise. This may sound complicated but it is clearly outlined in the 'Toepath' brochure which is available from the HCS office at Ashton, or from Richard Bussey, c/o Tunnel End Canal & Countryside Centre.

Help is going to be required to marshal the event and with the provision of refreshments at Longroyd Bridge, so if you would like to become involved please let us know as soon as possible.

Further details about 'Toepath' will appear in the Autumn edition of P'Link, which will be out just in time for the walk.





*Two views of the pond above Lock 12W: Above, looking east; below, looking west. Photos—Ed.*





## "THE IMPOSSIBLE RESTORATION"

A fascinating pictorial record of the first decade of restoration of the historic trans-Pennine Huddersfield Narrow Canal has been produced – from land, air and water.

Shot specially for Huddersfield Canal Society by professional film-makers, a unique video covers the route of the 20-miles long canal from Huddersfield to Ashton and includes interviews with many of the characters involved in the country's most exciting waterways restoration scheme.

It has superb aerial views, taken from a specially hired helicopter, goes down to earth to record the strenuous efforts of volunteers and professionals involved in the work of restoration of the canal and its surroundings, and hitches a lift on a trip boat cruising a re-opened stretch of waterway. The video, marking the first ten years of what even the most dedicated canal enthusiasts regarded as an impossible dream, is a fascinating insight into how a forlorn, neglected backwater is being brought back to useful life.

Peter Sharratt, of Davenhall Projects, which was associated with Four by Three in producing the video, said the experience had been a real eye-opener. "We were amazed by what we found as we carried out the research needed to tell a fascinating story. No wonder it has been described as the Impossible Restoration – our title for the video. It was a rewarding, very worthwhile exercise, and as the Northerner would say, 'a reight good tale'", he said.

A commentary tells the history of the shortest Yorkshire-Lancashire canal, with experts on hand to describe the work of restoration, including an awe-inspiring trip into the Standedge Tunnel – the longest canal tunnel in the country and one of the wonders of the waterways.

Said HCS Chairman David Sumner, "The video runs for twenty-five minutes – and it holds your attention for every minute. We believe it is a fine record of the first ten years of restoration. Hopefully the film makers will be available to record the next ten years, which should mark the re-opening of the entire length of the canal by the turn of the century."

The video – a limited edition – is available (price £11.99) from Huddersfield Canal Society, 239 Mossley Road, Ashton-under-Lyne, Lancs., OL6 6LN.

ALEC RAMSDEN

*Contact Numbers for canal characters:*

DAVID SUMNER: 061-449 9084  
TREVOR ELLIS: 0484 534666  
STEVE WHITBY: 061-339 1332

IAN FULLERTON: 061-273 4686  
JOHN BRADBURY: 0457 873085

## "THE IMPOSSIBLE RESTORATION": SYNOPSIS

"The Impossible Restoration" is the history of the Huddersfield Narrow Canal, running from Huddersfield through the heart of the Pennines to Ashton, its decline into dereliction and the efforts made to restore and re-open it.

The three trans-Pennine canals – the Narrow, Rochdale and Leeds & Liverpool, are compared, and there is a financial analysis of the Narrow Canal, which cost twice the original estimate over a construction period of seventeen years.

The major difficulty for the canal makers was excavating a hole through the solid rock of the Pennines. The result of their labours was the fascinating, three-miles-long Standedge Tunnel – the longest and highest waterway tunnel in the country – and British Waterways engineer Ian Fullerton is the guide for the pictorial tunnel trip. "There were no mechanical aids at that time," he says, pointing out unusual features of the tunnel. Other sequences show how today's restorers are also facing enormous difficulties – but winning. Huddersfield Canal Society Chairman David Sumner says: "Yes, it will take a lot of time. But once you're hooked on canals you don't let go. We won't give up until restoration is finished."

The video shows the sharp end of canal restoration with volunteers willingly sacrificing their weekends, getting drenched to the skin as they painstakingly re-create a lock. The handful of paid restorers are featured too, with general foreman Ernest Aitken complaining about their worst enemies – milk crates and plastic sacks.

As HCS working party organiser Trevor Ellis explains, the rebuilding of a lock is something like completing a jigsaw puzzle. A fair number of jigsaws have been completed and as Trevor says, against all the odds more than half the canal – and about three quarters of the 74 locks – has been restored.

Wooden lockgates, many made near the canal at Linthwaite, Huddersfield, are shown being craned carefully into place, with engineer Steve Whitby admitting that the task of restoration is an enormous one – but with major benefits for the communities along the line of the canal.

The town of Slaithwaite, where the canal has disappeared under a car park, is featured, with shots of the shopping centre when a navigable canal ran through the middle. And on the Lancashire side of the Pennines the major "headache" of Stalybridge is highlighted – the canal has disappeared completely.

The video also features a man who has already found a satisfying new job, thanks to restoration. John Bradbury takes tourists for canal trips at Uppermill in his narrowboat, Pennine Moonraker. He has, he says, found a haven in the hills at 4 m.p.h. And he sums up why foreign visitors are so fascinated by the canal: "Because they haven't got anything like it in the world."

**VIDEO AVAILABLE FROM SALES – SEE LIST**

ALEC RAMSDEN

# GUIDED WALKS

## MARSDEN MOOR 1991



Sunday

16 June

12-13 miles  
Hard

### WEST NAB & WESSENDEN

Meet Barbara Armstrong at 10 am at Meltham Bus Station.

*A walk over rough moorland and down valleys, with the possibility of extensive views - weather permitting.*

Wednesday

16 June

4 miles, medium

### EVENING STROLL WITH ALISON!

Meet Alison Dransfield - 7 pm at Marsden Railway Station.

*A medium paced walk affording good views of the area.*

Saturday

29 June

8-9 miles  
Hard

### EARLY MORNING MADNESS

Meet David Finnis at 3 am.

*This walk must be booked in advance by telephoning 0484 847016, when the details of the starting place will be provided. There will be the opportunity to enjoy a traditional cooked breakfast in a local pub, towards the end of the walk. Limited to 60. Book early.*

Wednesday

3 July

3-4 miles  
Medium

### MEAT & TATTY PIE WALK

Meet David Finnis at 7 pm.

*This walk must be booked in advance by telephoning 0484 847016, when the details of the starting place will be provided. There will be the opportunity to enjoy home-made meat and potato pie near the end of the walk. Limited to 30. Book early.*

Wednesday

17 July

3 miles  
Medium

### SHEEP SHEARING

Meet Alison Dransfield at 7 pm at Tunnel End Canal and Countryside Centre, Marsden.

*A medium-paced theme walk to include a farm visit to watch a sheep shearing demonstration by local farmer David Jones. An ideal walk for all the family, but not the dog - no dogs please.*

Sunday

28 July

12 miles  
Hard

### HILLS & MOSSES

Meet Barbara Armstrong - 10 am at Marsden Railway Station.

*This walk is largely over rough moorland with extensive views and some steep slopes.*

Sunday  
18 August  
10 miles  
Hard  
**MARSDEN WATERWAYS**  
Meet Barbara Armstrong – 10 am at Marsden Railway Station.  
*A journey round the reservoirs and waterways on Marsden Moor, some across rough ground.*

Sunday  
15 September  
9 – 10 miles  
Hard  
**BUCKSTONES AND BACK**  
Meet Alison Shaw – 10 am at Marsden Railway Station.  
*A walk which combines some steep hills with rough moorland walking.*

Sunday  
27 October  
11 – 12 miles  
Hard  
**RESERVOIRS & ROCKS**  
Meet Margaret Hill – 10 am at Marsden Railway Station.  
*This walk includes a section of the Pennine Way and part of an ancient pack horse route.. The going is rough in places.*

Sunday  
24 November  
10 miles  
Hard  
**WESSENDEN WANDER**  
Meet Richard Kimberley – 10 am at Fall Lane Roundabout, Marsden.  
*The Pennine Way and Pack Horse Road are included in the walk. Fine views should be available.*

Thursday  
26 December  
10-11 miles  
Hard  
**BOXING DAY JAUNT**  
Meet Barbara Armstrong – 10 am at Fall Lane Roundabout, Marsden.  
*A chance to walk off the effect of the Christmas fare on a walk which includes steep hills, a catchwater path and moorland.*

Tuesday  
31 December  
9-10 miles  
Hard  
**GOODBYE 1991**  
Meet Barbara Armstrong – 10 am at Fall Labe Roundabout, Marsden.  
*After a steep climb up P ??? this walk heads for the moors and the Pennine Way.*

---

## APOLOGIES

### to FURNESS VALE BOAT CLUB

*The dates of the Whaley Bridge Rally are 29 & 30 June – not as published in the last Pennine Link.*

*The error is entirely mine.*

*Ed.*



*Pond between 14W and 15W awaiting dredging. Photo—Ed.*



*A sight to gladden the heart: Trad. Gearing on Lock 14W Photo—Ed.*





Due to the reduced frequency of "Pennine Link" and the diversion in the last issue due to the tenth anniversary of restoration, it is now quite some time since I actually had to write something about progress.

We have now all but finished the rebuilding of the offside lock wall at Lock 32W, although pointing and cutting-out for a ladder are among the jobs remaining to be done. A Waterway Recovery Group (North East) weekend cleared the remaining spoil from the lock and used this to backfill the wall. For a few days this looked O.K., but it is now drying out and some more

fill will be needed. This side of the lock is looking tidier and we are now only occupying the actual lockside.

H.C.S. Restoration Ltd. have been on site cutting stop grooves and installing the towpath-side quoins which are well beyond the capacity of our crane. Meanwhile the volunteers, having spent some time "removing" from one side of the lock to the other, are working back from the head of Lock 31W recovering stone from the pound prior to making a start on rebuilding. The thinking behind this is that, not only are we short of stone, but access will be difficult once the lock wall gets higher.

It is likely that the locks will be measured for gates once some grooves have been cut at Lock 31W to make access easier. Those familiar with our efforts on that lock may recall that controlling the water was always a problem due to the location of the bywash weir and the outlet of a small stream. Progress seems to have increased quite remarkably of late and we hope that the summer will see the two locks nearing completion.

For anyone wishing to join us, or at least watch, we plan to continue working on alternate Sundays so far as possible.

Dates are as follows:-

June	9	June	23
July	7	July	21
August	4	August	25 (note 3 weeks)
Sept.	8	Sept.	22

TREVOR ELLIS

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For details of activities, etc.

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Full Page	£15.00	£75.00

### NEXT PRESS DATE

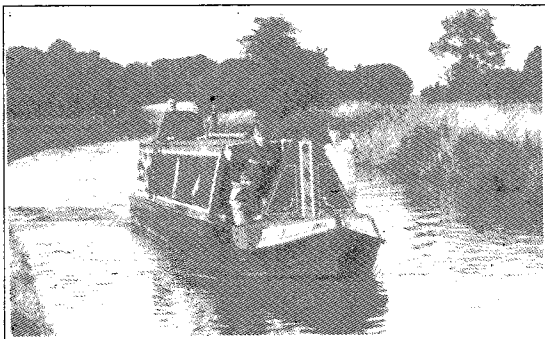
Articles, letters, etc., for  
the Autumn 1991 issue of  
Pennine Link should reach  
the Editor by 26th July.

# MIDDLEWICH NARROWBOATS

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CANAL TERRACE  
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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.

HIRE ONE OF OUR  
TRADITIONAL STYLE  
BOATS, 4 - 12 BERTH,  
SOME WITH FULLY FITTED  
BOATMAN'S CABINS (CROSS  
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THEY HAVE ENCLOSED  
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*Ask for Menus.*

*ONLY A SHORT WALK FROM THE HUDDERSFIELD NARROW!*



WARRINGTON ST., ASHTON - 330 6776

**ASHTON'S PREMIER FREEHOUSE**



At a recent East Side meeting we held a Quiz. It consisted of five rounds: pot-pourri, sport, current affairs, and music.

In the next few issues of Pennine Link we will reproduce the questions asked that night. The person who sends us the most correct answers will receive a fantastic prize from our emporium – i.e., Peak and Pennine (Outdoor Equipment Specialists) will donate a day-sack to the winning entry. Any other offers of prizes for 2nd, 3rd, et al, places?

Here is the first set of questions. They are probably the most difficult as they relate to the week previous to 14th March.

#### CURRENT AFFAIRS

1. Which zoo is facing closure because of cash shortages?
2. 800,000 acres of land with 70 properties and 200,000 sheep are up for sale at £5,750,000. Where?
3. Why is Scarborough North now OK, but Scarborough South not?
4. "One of the greatest scourges of modern life" has come under attack again. Why?
5. Where was an ex-radical Liberal finally selected as a Labour MP?
6. A volcano, dormant for six centuries, has erupted, forcing 2,000 villagers to flee. It is the 5,635ft. Mount Pinatubo. But in which country is it?
7. JR and Bobby will no longer be, not even as dreams. Dallas is finally coming to an end, but after how many years?
8. Boris Yeltsin has acquired sweeping new powers in his republic's government. What is his official title?
9. Hadrian would have had little use for this, unless perhaps his chariots were squeaking. Explain.
10. After ten years of hard work, there could still be nine to go. Where was the celebration?
11. What should you be checking if you turned on the light to phone the gas board?
12. What upset and angered Douglas Hurd on his recent trip to China?
13. The "Democratic Left" is the new name for which old party?
14. Apart from hate of each other, what do Nancy and Kitty have in common? (Reagan and Kelly)
15. Whilst on the subject of books, who, sadly, will not be adding to his portfolio?

Keep your answers safe as the competition will continue in the next two issues of Pennine Link. The closing date for entries will be announced with the final set of questions.

DAVE AND DIANE CALVERLEY (0484 653997)

The Inland Waterways Association's Restoration Committee have asked Keith Gibson, the Chairman of the Society's Construction Group, to chair a Northern Canals Association. This will be a platform for sharing and disseminating information with a particular emphasis on the restoration interests of the various northern canal societies and trusts, modelled on the successful Southern Canals Association. The Association will be a loose grouping of Societies and Trusts which will put no imposition of any kind on the various societies. It will not be part of the Inland Waterways Association, although members of I.W.A. Restoration Committee and other relevant personnel will be invited to attend.

Keith has discussed this with Robin Higgs, the Chairman of the Surrey & Hampshire Canal Society (i.e. the Basingstoke Canal), who chairs the Southern Canals Association. He says that normally the main policy and restoration people attend from the Southern societies. They meet two or three times a year with the day's event being hosted by a particular society. The host society may organise a trip along the canal, followed by lunch and speakers on various restoration-related topics in the afternoon. The participants are expected to pay, and the host society do not expect to make a loss on the event. Southern Canals have been meeting for several years and attractive and informative programmes have been produced from which all the participants can learn something to the benefit of their societies. In addition, links between the societies are created which should help stop the canal restoration movement re-inventing the wheel (or whatever problem a society struggling to resolve).

The first meeting is scheduled to take place in June, hosted by this Society, and will be generally of an introductory nature. We don't expect to learn a lot from it, although others may. There are, however, several interesting topics that we hope Keith will bear in mind for future meetings, that could be of considerable benefit to us, if he can find suitably knowledgeable speakers.

### *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

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# Tunnel End Summer Fair '91

29th and 30th June



Plans for 'Tunnel End Summer Fair' which is being held over the weekend of 29/30 June are steaming ahead, but we could still do with more help during the weekend, especially with the catering.

A whole range of entertainments has been organised but we are still waiting to hear from all of you out there with trail boats or canoes and dinghies, etc. We really need to make a splash on the water this year, so if you have a boat of any description and can bring it along, PLEASE contact Dave Wakefield on 0484 850108 now to let him know.

The official opening of the festivities will be at 12 noon and should be performed by Mike Reid of Radio 1, providing the Beeb do not need him elsewhere! The rest of the provisional programme for the weekend is as follows:

## SATURDAY:

Site open	11.00
Official opening	12.00
Fancy Dress	13.00
Stanley Ackrington	14.30
"	16.00

## SUNDAY:

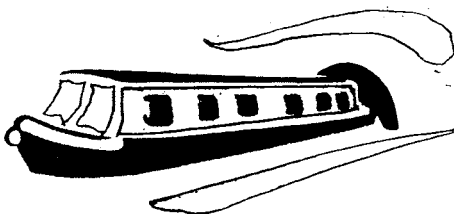
Site open:	11.00
Marsden	At intervals
Junior Band	through afternoon
Morris Dancers	"
Punch & Judy	14.00 & 15.30

Throughout both days there will be boat trips, model boats, Huddersfield Hospital Radio, Society stalls and exhibitions, Fun Castle, Ninja Turtles, Catering, etc., etc. Saturday night also sees a re-run of the 'Golden Oldies' Disco with Classic Gold Radio DJ and HCS member Peter Fairhead at the Parochial Hall in Marsden

***Come along and help make the weekend a truly remarkable memory, either by helping out or just by visiting and participating in everything going on.***

This year's event is jointly organised with Marsden Community Association and Kirklees Countryside Service.

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**KEN BAKER**

# mockridge

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*Letter sent to Frank Smith at his office. Is anybody interested?*

Dear Mr. Smith,

We are the development consultants to Piccadilly Village Limited, the developers of Piccadilly Village, situated in Central Manchester alongside the Ashton Canal. This forms part of the Cheshire Ring.

As part of this development, a number of permanent moorings have been made available, but there are also some temporary moorings. These are available for either overnight stays or up to fourteen days. Piccadilly Village is only five minutes walk from the railway station and a short distance from Manchester City Centre. A number of restaurants are within walking distance, but there are also restaurant facilities available on La Peniche, a barge moored immediately adjacent to Piccadilly Village.

I would be grateful if you could advise any of your Association's members who will be working the Cheshire Ring that they will be very welcome to moor within Piccadilly Village. If anyone does intend to stay more than a day or so I would be grateful if they could advise this office of their plans.

Yours sincerely,  
P.M. SYMS

PAUL SYMS ASSOCIATES, 37/39 Park  
Lane, Poynton, Cheshire, SK12 1RD.  
Tel: 0625 859090

## GOODIES WANTED URGENTLY

In order to run a tombola on the Sales Stand this season, we need prizes - anything from a bar of soap to a bottle of booze. Have you any unwanted presents tucked away? Please send any suitable items to either H.C.S. Office or to Gay Quilter (12 Shaw Hall Close, Greenfield), or phone 0457 872526 to arrange collection. THANKS!

P.S. We still need helpers for the Sales Stand, particularly at Huddersfield Canals Festival (31 August, 1 Sept).

P.P.S. I have offered to run the Sales this season while Fiona is adding to the membership of H.C.S.

GAY QUILTER.

Dear Editor Alwyn,

Please can this letter be put in P'Link, as I have thought of another way to get the canal through Huddersfield without using the river. The plan is to get rid of Lock 2, make the ground and canal as high as top of Lock 1, then tunnel the canal under Bates building. Then staircase Lock 2 and 3 and tunnel the canal through Sellers car park. I also believe the canal at Slaithwaite is going to be the same way, and I hear a staircase lock is going to be there. Is Lock 22 going to be back? I have got the video (The Impossible Restoration) - it is very good. Are any others to be made. Can I have this in P'Link 98, and some answers please.

Yours faithfully,  
MICHAEL TINKER

29 Quick View, Mossley  
Ashton-u-Lyne, OL5 9DU

P.S. Do you know when Hartshead, Lock 8W, Well-i-Hole Bridge, Frenches Bridge, High Street Bridge, Lock 21, Wool Road Bridge, Lock 24 and Diggle Flight, and Lock 22E are going to be seen to? I would like to make a video with me in it talking about the canal. Is there a chance please?

*Thank you for your letter Michael. I have a feeling your plan for the Huddersfield end has been suggested before, but it won't do any harm to mention it again.*

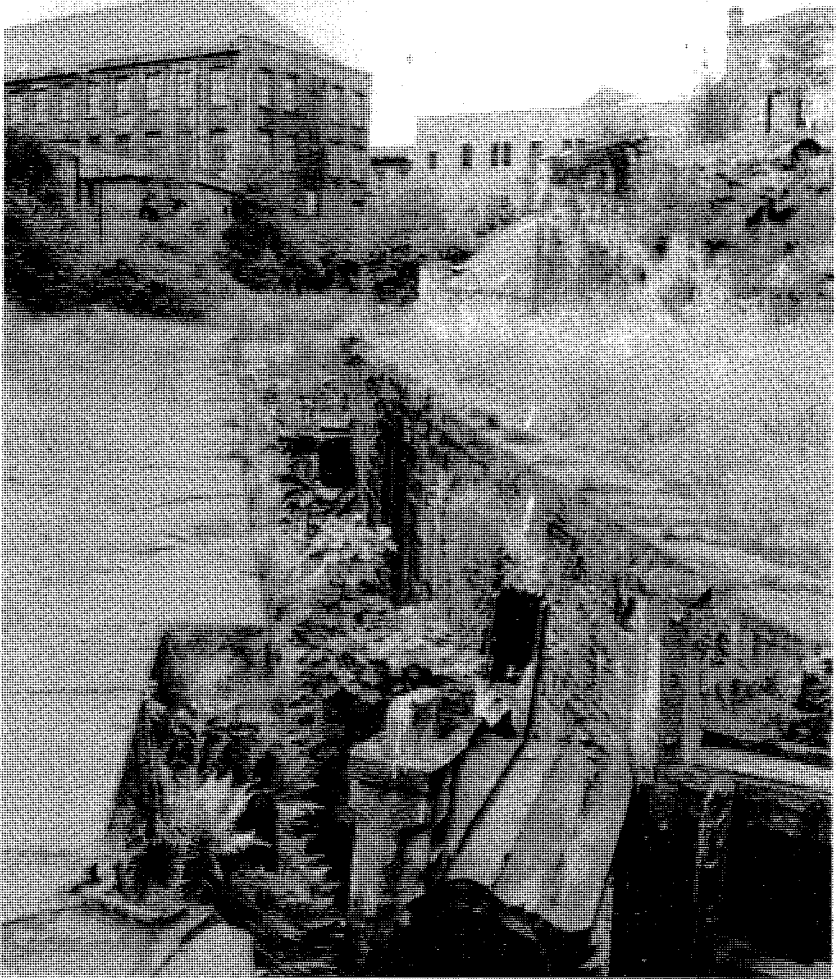
*The plans for Slaithwaite are to restore along the original line, with Lock 22 moved near to Lock 23 to avoid needing a lift/swing bridge at Victoria Street.*

*For more information about west side restoration timetable I suggest you contact Steve Whitby at this H.C.S. office.*

*Glad you like the video. Keep the letters and ideas coming.*

*Ed.*

# ***THE IMPOSSIBLE RESTORATION***



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- 1875 Mr. Alan D. Barrow, [REDACTED]
- 1976 Mr. Herbert Coupe, [REDACTED]
- 1877 Mr. George Tewson, [REDACTED]
- 1878 Mr. & Mrs. D. & K. Redeyoff, [REDACTED]
- 1879 Mrs. Christine Dunnorth & Family, [REDACTED]
- 1880 Mr. & Mrs. I.K. Tessier, [REDACTED]
- 1881 Mr. & Mrs. Andrew & Catherine McDermott & Family, [REDACTED]
- 1882 Mr. D. Pinnock, [REDACTED]
- 1883 Mr. Norman Sutcliffe, [REDACTED]
- 1884 Mr. Nigel Priestley, [REDACTED]
- 1885 Mr. Eric Gartside, [REDACTED]
- 1886 Mr. & Mrs. L.A. Edwards, [REDACTED]
- 1887 Mr. T. Berridge, [REDACTED]
- 1888 Mr. & Mrs. R.D. & J.C. Fulcher, [REDACTED]
- 1889 Mr. Derek Jones, [REDACTED]
- 1890 Mr. & Mrs. Gibson & Family, [REDACTED]
- 1891 Mr. Neville Kenyon, [REDACTED]
- 1892 John & Celia Meade, [REDACTED]

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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**

- Thu. Towpath Walk -  
July 11 Tunnel End
- Sun. Boat Trip  
July 14
- Thu. Films of the Huddersfield  
Aug. 15 Canal: Huddersfield Cine  
& Video Club
- Sun. Towpath Walk - East Side  
Aug. 18 Return by boat
- Thu. AGM, followed by "Canal  
Sep. 12 Forum" - 'Canal Celebrities'  
will be available to answer  
your questions.
- Sun. Trip to Boat Museum at  
Sep. 15 Ellesmere Port
- Thu. Slide Presentation  
Oct. 10

**WEST SIDE**

- Wed. General Meeting  
July 10 Tollemache Arms,  
Mossley
- Wed. Canal Walk to Tollemache  
Aug. 14 Arms - Inspection of Rest-  
oration works (details later)
- Wed. General Meeting  
Sep. 11 Railway Hotel, Greenfield
- Wed. General Meeting  
Oct. 9 Tollemache Arms, Mossley
- Wed. Lecture - To be advised  
Nov. 13 Cross Keys Inn, Church  
Lane, Uppermill
- Wed. General Meeting  
Dec. 11 Tollemache Arms, Mossley

N.B. All meetings commence at 8.00 pm

The Sair  
Cross Keys Inn  
Tollemache Arms  
The Wheel

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