



Pennine

No. 100

Winter 1991



MILESTONE EDITION

<i>Chairman</i>	David Sumner	4 Whiteoak Close, Marple, Stockport, Cheshire, SK6 6NT. Tel: 061-449 9084
<i>Vice-Chairman and Working Party Co-ordinator</i>	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield, HD1 4NA. Tel: 0484 534666
<i>Company Secretary</i>	John Fryer	c/o Ramsdens Solicitors, Ramsden Street, Huddersfield, HD1 2TH
<i>Treasurer</i>	Leslie Winnard	c/o BDO Binder Hamlyn, 52 Brown Street, Manchester, M2 2AU. Tel: 061-831 7121
<i>West Side Chairman</i>	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancashire., PR7 6JR. Tel: 025572 65786
<i>Projects Officer</i>	Keith Gibson	27 Penistone Road, New Mill, Huddersfield, West Yorkshire, HD7 7JP. Tel: 0484 681245
<i>Festivals Officer</i>	Brian Minor	45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ. Tel: 061-789 4867
<i>Press Officer</i>	Alec Ramsden	16 Edgemoor Road, Hinley, Huddersfield, West Yorkshire, HD7 2HP. Tel: 0484 662246
<i>Sales Officer</i>	Fiona Tewson	263 Manchester Road, Mossley, Ashton-u-Lyne, Lancashire, OL5 9AN. Tel: 0457 836581
<i>Editor</i>	Alwyn Ogborn	92 Lane Head Road, Lees, Oldham, Lancashire, OL4 5RT. Tel: 061-624 0736
<i>Public Relations Officer</i>	David Finnis	Hill Top Cottage, Binns Road, Marsden, Huddersfield, West Yorkshire, HD7 6NW
	Sue Chadwick	14 Simmondley New Road, Glossop, SK13 9LP. Tel: 0457 864031
	Ken Goodwin	11 Black Road, Macclesfield, Cheshire, SK11 7BZ. Tel: 0625 616072
	Garth Pratt	The Penthouse, Northgate, Almondbury, Huddersfield, West Yorkshire. Tel: 0484 536768
	John Sully	5 Primley Park Road, Leeds, West Yorkshire, LS17 7HR. Tel: 0532 685600
	Alan Brett	31 Woodlands Road, Milnrow, Roachdale, Lancashire, OL16 4EY. Tel: 0706 41203
<i>Co-opted Members</i>	Robert Maycock	9 Warwick Close, Shaw, Oldham, Lancashire, OL2 7DZ
	David Calverley	1 Park Lane, Golcar, Huddersfield, West Yorkshire, HD4 5HU

NON-COUNCIL POSTS

<i>Managing Director HCS (Restoration) Ltd</i>	Stephen Whitby	Huddersfield Canal Society, 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN. Tel: 061-339 1332
<i>Planning Consultant</i>	Mike Thompson	32 The Balk, Walton, Wakefield, WF2 6JU. Tel: 0924 250919
<i>General Secretary</i>	Frank Smith	Huddersfield Canal Society Ltd., as above
<i>Membership Secretary</i>	Mrs Jo Young	Huddersfield Canal Society Ltd., as above

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1992 ANNUAL GENERAL MEETING

Members of the Huddersfield Canal Society are advised that the 1992 AGM will take place on Sunday 26th April 1992. A formal notification of the meeting, venue etc. will appear in the Spring issue of Pennine Link with the appropriate documentation. J. Fryer, Secretary





WHAT news from the front Horatio? Good news my liege, Pennine Link has reached issue 100, a milestone in society history, and this issue examines other milestones since its foundation in 1974. There have been a great many changes, including many new faces, and great strides forward have been made in the restoration of our unique waterway.

It is a source of personal pleasure to be editor of this special edition, which I have called the Milestone issue, and I have selected a number of events from inauguration to the present day that have been significant steps or turning points. These have been many and varied and although major obstacles still exist, they will be overcome and full navigation restored. I don't know if there will be an issue 200, but if there is it will be produced by a caretaker Huddersfield Canal Society, the reasons for society formation having been achieved years before.

The latest milestone is the launch of the Marsden Shuttle performed by one of our patrons David Essex on Sunday 20th October. The boat has been built to be able to turn round in the width of the canal, and will take passengers between Tunnel End and Marsden Station.

As the year draws to a close we can look back on all the events and festivals of 1991. Our own 'book end' festivals at Ashton and Huddersfield were a great success along with Tunnel End and Toepath '91 it has been a very active year for the organising committees involved. Our sales stand has been very active too, attending all our own and many other canal (and non-canal) events up and down the country. They are a dedicated team and our thanks go to all of them for their efforts and enthusiasm. Thanks also to our latest membership secretary Mrs. Jo Young for a very effective new membership drive. Traditional costume and being in the right place at the right time with the right approach has been a great asset to both sales and membership teams. Well done!

We can now look forward to 1992 with the prospect of a boat rally at Staley Wharf, and possibly a trailboat rally in Mossley in addition to the well established annual events. Campaigning continues to raise funds for major works at both ends and in the middle. Watch these pages for updates. Meanwhile lock and pound restoration continues and Scout tunnel now has a handrail right through.

On behalf of the Council and Sub-group Committee members may I wish all our Society members, friends and well-wishers a very merry Christmas and happy New Year.

Alwyn Ogborn

Cover Photo: Milestones on the Huddersfield Narrow; A.Ogborn

HUDDERSFIELD CANALS FESTIVAL

To all the people who submitted articles and photographs about the Huddersfield Festival:

DON'T BE ALARMED THEY ARE NOT IN THIS ISSUE!

Space in this Special Issue has been at a premium, and to have included Festival reports and pictures would have meant drastic editing for the space available. This would not have done justice to the news value and would have resulted in the wasted effort of our contributors.

THE SPRING ISSUE WILL CONTAIN FULL REPORTS AND LOTS OF PICTURES.

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Pennine LINK-100 CHAIRMANS REMARKS



PENNINE LINK was born one hundred issues ago as a newsletter in June 1974. Alan Jervis, the present Chairman of the Waterways Recovery Group, was our first Editor; John Maynard was our first Chairman and he outlined in this issue four main objectives:

- 1) Lobby the appropriate authorities and obtain support to preserve and improve the canal.
- 2) Physically help to clean up and improve the canal where we are able.
- 3) Keep a watch and object to any further official vandalism or development that will hinder the eventual reopening of the canal to through navigation.
- 4) Set up a study group to look seriously into the feasibility and costs of reopening.

My involvement in the Society began in 1976 and I note in issue No. 18 my committee role was duplicating. It took until 1986 before my son was born! Restoration is also a slow, laborious and lengthy business.

By issue No. 25 Diane Charlesworth was the Editor and I note in a resume of committee minutes that it was resolved to concentrate on re-opening Standedge Tunnel!

We were also having difficulty in raising sufficient numbers for working parties on Lock 1 East. Also, Sir Frank Price - remember him? - had just announced plans to improve the Sheffield and South Yorkshire Navigation. An interesting point at this stage, was how Mike Thompson was instrumental in persuading South Yorkshire County Council to back B.W.B. over this scheme.

In issue No. 36, the then new Chairman, Dr Christopher

Farrar, expressed the Society's hopes for a restoration scheme at Uppermill following excellent support from British Waterways Board's engineers in Leeds and Wigan.

I was Chairman when issue No. 41 was published in July 1981 and I reported on a public meeting at Saddleworth Civic Hall. Support for the Uppermill project was summed up by the Tame Valley warden who stated that the canal is to be enjoyed by all the community. From this date, I believe, opposition from anglers, amongst others, dwindled.

Sue Gibson was Editor for issue No. 44, our first professionally printed magazine. I note that we were presented with £1,100 from Shell UK at the end of 1981. Three issues later, we had the written support from B.W.B. for our Uppermill and Stalybridge schemes.

Issue No. 50 featured a photograph of 'a sunken Stan', our first trip boat, and a member forecast that it would take 150 years to restore the canal judging by the attendance at working parties. However, we also featured the two reports 'Marsden to Slaithwaite - A Proposal for Restoration' and 'Jobs on the Canal'. Both reports, produced by Keith Gibson, were milestones in the restoration of the Huddersfield Narrow.

In 1984, issue No. 55 commemorated the first ten years, and Bob Dewey reminded us how, prompted by I.W.A., he 'began' the Society on 7th March 1974, followed by the inaugural meeting on 19th April.



Photo: S. Whitby

The delegation from the Department of the Environment visiting the Huddersfield Narrow.

From left to right:

- Pete Rawson (TMBC Engineers), John Riley (DoE), Tony Pal (DoE), Steve Hughes (TMBC Planning), Ken Wright (HCS), David Sumner (HCS), Nick Andrews (OMBC Planning), Jeff Hinchcliffe (Mersey Basin Campaign), Alan Bingham (DoE), Tim Routledge (DoE), Keith Gibson (HCS), David Askew (DoE)



Pennine LINK-100 CHAIRMANS REMARKS

My report to the A.G.M. in 1987 was reprinted in issue No. 75. The £1.2 million grant, the Joint Committee and the Benefit Study were some of the highlights reported in this issue.

The final recollection amongst past issues was in No. 88 for July/August 1989. Brian Minor reported on the Three Locks Rally on 3rd and 4th June 1989 - boats on the Huddersfield Narrow from the main line had happened.

The next hundred issues? Well that's 25 years (2016). We will have been cruising the two Pennine Rings for many years. Pennine Link is our main mouthpiece to keep members of the Society informed and the public at large. It relies on contributions from members and we welcome a dialogue of both helpful criticism and support where appropriate. Whilst a lot of political manoeuvring occurs behind the scenes and a lot of discussion takes place which is not reported, I believe that Pennine Link still provides an excellent resume of the Society's activities.

Last month the Society was very grateful to David Essex, one of our Patrons, when he launched the 'Marsden Shuttle'. I heard one or two females proclaim 'I wish I could take him home' - I always thought boats were referred to as 'she'! I was pleased to introduce John Maynard, our first Chairman, to David Essex and whilst John pretended not to know of David's recent success in the International Voluntary Movement and his singing and acting career, he regaled him with the success and

history of the Society over the years.

I often wish that restoration was as easy as it was in 1981 when we started at Uppermill. Two of the original members, Bob Dewey and John Maynard were present then. I have recently been in correspondence with two of the founder members - Margaret Sinfield reserving her place on the first tunnel trip boat and Bob, who feels the Society has now lost its way and unfortunately has not renewed his membership. The fortunes of a pressure group such as ours vary; at one moment you think there is no end in sight and yet the following week news can uplift even the most sceptical member.

Two snippets of information which I am sure will be expanded upon later, possibly in 1992. One, the base costs for restoring Standedge Tunnel for through navigation are £2 million, as estimated by British Waterways. We are evaluating the impact of this on our funding plans. Two, a team from the Department of the Environment recently toured the canal from Ashton to Diggle with a view to assessing the applicability of Derelict Land Grant to restoration. WE ARE HOPEFUL!

A Merry Christmas to you all and a
Prosperous New Year!

David Sumner
Chairman

VOLUNTEERS AT DIGGLE



THE visibly faster progress at Diggle has continued through the summer, and at the time of writing, both locks 31W and 32W have been gated. Paddle gear of the special 'Diggle' variety is installed and both locks can be filled, although the towpath-side wall at Lock 32W is still not complete or backed up with earth.

There is still a considerable amount of work to do and the volunteer workforce is concentrating on completing the towpath-side return wall at Lock 32W and on overcoming a number of leaks through the lock wall. These seem, for the most part, to be a product of our fragmented system of working, having occurred at the junctions between sections of concrete.

Some water may also be coming from the area under our bridge across the lock chamber, as the walls in this area are still to be rebuilt.

We hope that in the not too distant future there may be a change of scenery and we will find ourselves working on some of the locks further down the flight. However, before we can leave the present site there are lock ladders to fit and a considerable amount of backfilling and 'gardening' to do, including improvement of the towpath.

Our future working dates are as follows:

December 8th, December 22nd,
January 5th, January 19th, February 2nd,
February 16th, March 1st, March 15th.

Further information can be obtained from:

Trevor Ellis (0484) 534666



WHERE IT ALL STARTED Over the next three pages we have reproduced the very first 'issue' of Pennine Link; Bulletin Nr. 1; on three sheets of photocopied A4, truly an acorn from which the Society has grown. I'm sure you'll enjoy reading the historical extracts from Pennine Links and marvel at just how far we've come! Ed.

THE HUDDERSFIELD CANAL SOCIETY

JUNE 1974

Bulletin Nr 1

Acting Editor: A. Jervis, 23, Wilson Street, Hyde, Cheshire. 061 368 6589

o-o

Introductory Meeting

The Huddersfield Canal Society was formed at a meeting held at the Zetland Inn, Huddersfield on the 19th April 1974. The meeting approved, after modification, a set of rules, and elected the following committee members:

Chairman John Maynard, 29, Thick Hollins Drive, Meltham, Huddersfield. Meltham 850575)

Secretary Robert Dewey, 3, Pump Row, High Flatts, Huddersfield. (High Flatts 596)

Treasurer Robert Wilkinson, 81, New North Road, Huddersfield. D1 5ND

Committee Members Margaret Bradnum; Gerry Greenwood; Robert Keaveney*; Robert Lear*; Tim Noakes*; John Parkinson*; Margaret Sinfield; Alan West. (* = based in the Manchester Area)

Since the first meeting, one committee meeting has already been held, and the initial strategy of the Society discussed. Essentially, this consists of:

- i) Ensuring that no further seriously detrimental works occur on the Huddersfield Narrow Canal. (Such as the cascading of Diggle Locks under the Tame Valley Improvement Scheme.)
- ii) The commissioning of a feasibility study, leading to the line being surveyed by a qualified Civil Engineer to propose a detailed estimate of the costs of restoration. It was also decided to organise a public meeting for members and all others interested. This will be held at Huddersfield Polytechnic, starting at 7.45 pm. on FRIDAY 28TH JUNE. It will consist of a brief report on progress so far, followed by a slide show.

Membership

This is one of the most important facets of our initial campaign. We cannot hope to wield influence unless we have a really substantial membership to back up the committee. Reproduced in this Bulletin is a membership form. Please use it - persuade someone else to join today.

PRESS

We have already sent out a press release reporting the Society's formation and objectives. As a result of this, one of our committee members was interviewed on Radio Manchester, and a small article appeared in the Daily Express. There may well have been other mentions that we did not hear about. Robert Keaveney has agreed to keep a record of such items, so if you see one, could you please send it to him at 57, Northdale Road, Liverpool L15 4HT.

MEMBERSHIP FORM

To Robert Wilkinson Esq., 81, New North Road, Huddersfield. HD1 5ND

I/We would like to join the Huddersfield Canal Society and enclose my/our subscription of £..... (Rates: Adult £1.00, Husband and Wife £1.50, Under 18 and those in full time education £0.50)

Address Signed.....

.....
.....



31st May 1974

29, Thick Hollins Drive Meltham, Nr Huddersfield, Yorkshire. HD7 3DL Tel. 0484 850575

Dear Fellow Member,

Welcome to the Society and to this, our first Bulletin. I have been astounded by the enthusiasm and support which has greeted the formation of the Society.

Your committee has met once so far, and a lot of basic 'one off' decisions taken. We are hard at work contacting amenity societies along the route of the cut with a view to enlisting support or conversion as the case may be - we must not delude ourselves into thinking that we are going to have it all our own way - opposition is inevitable in some quarters.

Some people are still asking what we intend to do, so here, briefly, are our main objectives:-

- 1) Lobby the appropriate authorities and obtain support to preserve and improve the canal.
- 2) Physically help to clean up and improve the canal where we are able.
- 3) Keep a watch and object to any further official vandalism or development that will hinder the eventual reopening of the canal to through navigation.
- 4) Set up a study group to look seriously into the feasibility and costs of reopening.

There is a great deal of work to be done, both physical and mental. Can you help? If so, let us know. Can you find new members? New members mean increased income and more help. Our present resources are already stretched with the initial expenses of setting up the Society.

Finally, I would like to take this opportunity to thank Bob Dewey, our Secretary, for doing a full time job in his spare time.

Yours sincerely, J.K. MAYNARD. (Chairman)

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

THE HUDDERSFIELD NARROW CANAL Robert Dewey (Hon. Gen. Sec.)

An Act in 1794 first authorised the construction of a canal between Huddersfield and Ashton-under-Lyne. The chosen route climbed from Sir John Ramsden's Canal (authorised in 1774, and now usually known as the Huddersfield Broad Canal), up the Colne Valley by means of 42 narrow locks (70'0'' x 6'11'') in almost eight miles, through the famous Standedge Tunnel and down 32 locks through Mossley and Stalybridge to the Ashton Canal.

Although there were problems in construction, especially in satisfying the water requirements of the local mill-owners, by far the greatest obstacle was the building of the Standedge Tunnel. This is still easily the longest canal tunnel in Great Britain, being three miles 135 yards long, and is also the highest section of canal in Britain (640' above sea level). The tunnel took a great deal of time to construct, and the problems encountered meant that extra finance had to be authorised by further Acts of Parliament. The final cost was £160,000.

Commercial usage of the canal was never very great and trade slackened quickly in the 'Railway Era'. The company was officially given leave to abandon the canal in 1944, and all navigation ceased in the 1950's.

Now, although the channel is basically sound, most of the locks require rebuilding or at least extensive renovation (many of them have been concreted in) and all 74 require new lock gates, which are very expensive. Other 'simple' works include the rebuilding of 15 bridges and the realigning of four low pipes.

The big problems for the reopening of this canal to through navigation are caused by a mere 1½ miles of the canal (it is 20 miles long in total) as they have been filled in,



landscaped and even built on. Three areas are involved. The first is in Huddersfield where three sections have been sold and culverted for industrial use. Secondly, a length of canal at Slaithwaite has been filled in, and is now landscaped. More seriously, a longer stretch in Stalybridge has 'disappeared' (culverted) under a large car park and new factories. Here, an alternative to uprooting the new works might be to divert the canal into the adjacent river.

These are severe difficulties indeed, but are not insurmountable given public support and financial help from grant-giving bodies. The existence of the Huddersfield Canal Society can give impetus for full restoration - but it's up to all of us to publicise it and to make the authorities realise that restoration proposals are to be taken seriously.

-o-

An extract from Priestley's 'Navigable Rivers and Canals' (1831)

This canal, which is fitted for small craft of 7 feet wide, and such as navigate upon the Staffordshire and southern canals, and what Dupin calls of the narrow section, is capable of passing boats with twenty-four tons burthen; and, by a reference to the map, it will be seen that it commences on the south of the town of Huddersfield, and pursues a south-west direction, winding its course past Slaithwaite, nearly parallel with one of the branches of the river Colne, for the distance of seven miles and a half, which river it crosses in three places by appropriate aqueducts, and, by an ascent of 436 feet, distributed among forty-two locks, it arrives, near Marsden, at the summit level, which is higher than that of any other canal in the kingdom, being at an elevation of 656 feet above the level of the sea; the summit level is then continued for nearly half a mile, when the canal enters that extensive chain of mountains well known to travellers going from Manchester to Huddersfield, (through which it passes under the part designated Pule Hill and Brunn Top, generally called Standedge) for the distance of five thousand four hundred and fifty one yards, and emerges therefrom into the Vale of Diggle in Saddleworth, continuing to near Wrigley Mill, making the whole summit level four miles; it then glides along the valley, alternately on the north and south sides of the River Tame past Dobcross, Scout and Staley Bridge, to its junction with the Manchester, Ashton-under-Lyne and Oldham Canal, near Dukinfield Bridge, having passed a further distance of eight miles and a quarter, and through a descent of 334¹/₂ feet, which is equally divided among thirty-three locks; crossing the River Tame in four different places and making the whole length of canal nineteen miles and three quarters.

In passing from the summit level to Ashton-under-Lyne, there are two tunnels; one at Scout, two hundred and four yards long, excavated through a strong sand rock, and the other at its extremity at Ashton, one hundred and ninety eight yards long, cut through a complete body of fine sand.

The principal tunnel at Standedge, or, as it is generally called, the Marsden Tunnel, is nine feet wide and 17 feet high; the depth of water through it is 8 feet, leaving 9 feet from the surface of the water to the spring of the arch; there is no towing path in the tunnel; the boats are therefore hauled through by manual labour, which is effected in about one hour and twenty minutes; those at Scout and Ashton have a towing path.

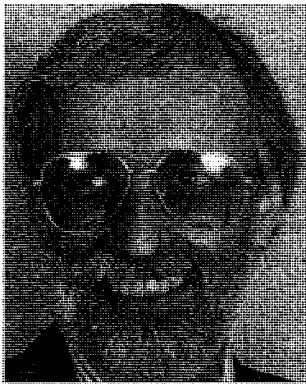
DATES For copy for the next issue. Contributions and correspondence to reach me by July 20th for inclusion in the August issue, September 20th for the October issue.

SITUATION VACANT! I am doing the job of Editor on an acting basis, as I do not expect to remain in the North of England for more than a few months. If any member feels able to take over the job of Editor on a permanent basis, either the Chairman or I would like to hear! The job is neither difficult nor time-consuming and two evenings every other month should be the maximum commitment required.

A.Jervis



Pennine *LINK-100* RESTORATION REPORT



RESTORATION progress has slowed markedly on both sides of the Pennines after the huge progress made last year. Those of you who watch progress on the canal must think everything is going wrong! Thankfully that is not the case.

Kirklees are nearing the end of their massive lock restoration and dredging

programme - indeed, had expected to have finished by now - and have hit a series of problems. There is less money in the capital budget than in previous years (because the scheme was expected to finish) just at the time that they have come across locks that need the major rebuilding we have become used to on the West side. Rebuilding lock walls takes time and, not surprisingly, progress has been slow.

All that remains to complete the programme, however, is the completion of Lock 6E, Lock 5E & Lock 24E (above Slaithwaite), together with a small quantity of dredging, towpath and washwall work & boundary walls.

The next step in Kirklees is intended to be the removal of the causeway blocking the canal below Lock 1E at the Polytechnic. Negotiations continue between Kirklees Council, the Polytechnic and your Society, but the physical problem of how to dispose of the spoil is proving difficult to resolve.

On the West side, your Society's HCS Restoration Ltd workforce should have been dredging in Mossley and looking towards moving lock restoration to the Diggle flight, but three factors have intervened.

First the bad news: although we received Planning Permission to dispose of the dredgings on a site alongside

Milton Mills, Mossley, in March, the hearing of our application for a Waste Disposal Licence will not now take place until November at the earliest.

The good news is that, because this has put a temporary stop to our intended programme, we are finding time for those equally essential, but smaller, tasks that tend to be left now that we have only a small workforce. Towpath and washwall work - some of it funded by welcome donations and sponsorship - and, notably, the construction of a handrail to the towpath through Scout Tunnel.

In addition, (and potentially exceptionally good news) we have become aware of a possible major source of grant aid. (NB the third phase of voluntary sector funding from Europe, via the Mersey Basin Campaign, is looking very unpromising after our £66,000 in the 2nd phase, although we don't give up hope). Serious discussions are taking place regarding this possible new funding source which



Photo: S.J. Whitby

The new handrail through Scout Tunnel

can only apply, (if we succeed) to those tasks not yet started. This explains why we have not started a third lock this year, after the speedy reconstruction of Locks 13W & 14W, and why it has been considered prudent for our workforce to help the volunteers at Diggle, in addition to the tasks referred to above.

Watch this space for news!

Keith Gibson



ALTHOUGH it has been hard work, I have really enjoyed my season as acting sales officer.

We began at Radcliffe in May to support Manchester, Bolton & Bury Canal Society. Although it was a quiet day, we had a very pleasant time and were made welcome. Mid-June saw us at Wakefield. Despite the rain and the clay (which still lurks in remote corners of the caravan!), we made some sales, along with launching the tombola.

Fiona and Frank enjoyed their day at Diggle as usual where they managed with a table and a box of sale items to enable us to return to Wakefield on the Sunday. They were luckier than us in that they could move inside!

The end of June brought the Tunnel End Festival which was both busy and enjoyable.

As a trial (and to save much humping over the pontoon) we chose Site B at Ashton Festival in July. With the bonus of superb weather, sales boomed. This was also the case at Windmill End, Dudley where, over the August Bank Holiday, we attended the IWA National Rally. Canal Societies, given better sites than in 1990, were all frantically busy. Thanks to the dynamic and amazing sales technique of George Officer and Steve, sales figures were good. Even our dogs enjoyed it. What a pity this superb weekend was slightly marred by an IWA 'jobsworth' official.

There were two more Marsden events where our presence was appreciated. At the Huddersfield Canals Festival the weather continued to favour us. As a Committee member, I was very grateful, in particular, for the stalwart help of Janet and Jack Patterson who ran the stall for me on Saturday. In mid-September, we attended the Castlefield Carnival and Rally and were pleasantly surprised with the improvements made to the site since the 1989 National. Another enjoyable, if busy day.

Apart from those already mentioned, I would like to thank all those members from the Birmingham area

MIDDLEWICH NARROWBOATS

(WILLOW WREN KEARNS LTD.)

CANAL TERRACE

MIDDLEWICH, CHESHIRE, CW10 9BD

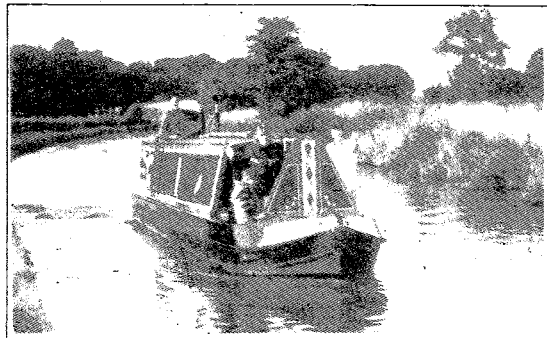
One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North West system - all the canals are within one week's cruise.

HIRE ONE OF OUR
TRADITIONAL STYLE
BOATS, 4 - 12 BERTH,
SOME WITH FULLY FITTED
BOATMAN'S CABINS (CROSS
BED, DROP TABLE, ETC.).
THEY HAVE ENCLOSED
ENGINE ROOMS, HAND-PAINTED
DECORATIONS
AND PLENTY OF BRASS
TO POLISH.

SEND FOR BROCHURE

TELEPHONE:

060 684 2460



"THE BOATER'S HIRE BASE"

(Mike Lloyd & friend, Diana Monahan & Mary Williamson), the Wakefield area (Moira Dailey, Margaret Evans and Charles Nichols), the Tameside area (Eve Prugar, Jo Young, Dave Leigh & Margaret Stokes) and the Huddersfield area (Mr & Mrs Brereton, John Maynard, Jeff Brown and Dave & Diane Calverley), not forgetting my long-suffering husband Steve and George Officer. Thanks, again, Jack & Janet Patterson. All these people willingly helped when asked. Be warned, the rest of you, your phone may go when we're due in your area next year. Please say yes if you can possibly help (it only has to be an hour or two).

Thanks, also, to those who provided gifts for the tombola - Jo Young, Alwyn Ogborn, Eve Prugar, Diane Calverly, Ian Gibson at the Navigation Inn, Dobcross, Bass North West, Cellar 5, Delph and the Junction Inn, Ashton.

STOP PRESS:

Owing to a slight delay in Plink's Press Date, I can add a word or two on our attendance at the Shuttle launch. There weren't many members at Cape Canaveral seriously, there was an enthusiastic crowd at Marsden, and though the main attraction was David Essex, it drew people to the canal. With our prominent sales stand and Society banner, I'm sure our message got across. Sales were quite good by Marsden's standards and there was a mad scramble for our notepads when autographs were being hunted. All in all, a grand day to round off this year's sales report!

See you all next year!

Gay Quilter
Acting Sales Officer

SOUTH PENNINES FARM AND COUNTRY ACCOMMODATIONS AND SELF-CATERING ACCOMMODATION

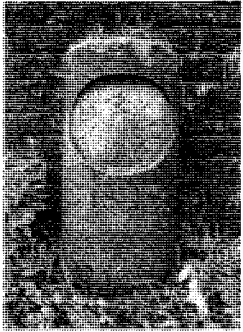
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Ten years of Restoration from the pages of 'Pennine Link'



On Saturday April 4th 1981 T.V. personality and writer on Industrial Archaeology, Anthony Burton ceremonially began breaking open the concrete capping on Dungebooth Lock, Uppermill, thus beginning restoration work on the Huddersfield Narrow Canal. April 4th was chosen ... because the Act of Parliament authorising construction of the canal was passed

on April 4th 1794 and the canal was opened for through navigation on April 4th 1811. *(July/August 1986)*

We begin 1983 with the publication of three reports 'A Proposal for the Restoration of the Huddersfield Narrow Canal from Marsden to Slaithwaite', 'Proposed Restoration of the Huddersfield Narrow Canal from Ashton-under-Lyne to Stalybridge' and 'A Report on the Job Creation Potential of the Huddersfield Narrow Canal as a Navigable Waterway'. *(March/April 1983)*

Friday 9th December 1983. Monday 9th January 1984. Historic days for the Huddersfield Canal Society and for the Huddersfield Narrow Canal! On 9th December, Kirklees Council's development and Technical Services Committee considered a report on the proposed restoration of the canal from Tunnel End, Marsden to the centre of Slaithwaite. On 9th January, a similar report was considered by West Yorkshire County Council's Recreation and Arts Committee. Both Committees agreed to the proposal. So that's it, it's official! Restoration of the Huddersfield Narrow on a large scale should begin soon. *(March/April 1984)*



The second Community Programme scheme (Tameside Canals Development Association - a joint H.C.S./Peak Forest Canal Society venture) in which we are involved has also begun work. Work has begun on towpath improvements on the Peak Forest Canal ... nearly 50 people are employed on the scheme under its Manager, Steve Whitby. *(July/August 1984)*

In April 1982 the Society obtained Planning Permission to rebuild the canal in Uppermill between Brownhill Visitors Centre and the winding hole by Wool Road Warehouse. It had been culverted to allow for the widening of Wool Road ... We put this scheme to G.M.C. as a potential candidate for financial help ... G.M.C. (have) written to the Society suggesting that the scale of costs is such that we would be unlikely to secure

sufficient finance ... it may be more appropriate for the County Council to carry out this scheme themselves. *(January/February 1985)*

On 18th October your Council and Consulting Engineers, W.S. Atkins & Partners are to hold a joint presentation to Members and Officers of the Greater Manchester, Kirklees, Oldham, Tameside and West Yorkshire Councils. The meeting is particularly significant as the first occasion when elected members of all five councils have met to discuss the Huddersfield Narrow Canal. The main purpose of the day is for the Society to suggest ... that a Joint Steering Committee be formed ... to promote the restoration of the canal. *(November/December 1984)*

On Wednesday 3rd July at Huddersfield Town Hall, the first meeting of the Huddersfield Narrow Canal Joint Committee was held under the chairmanship of Sir Leslie Young, Chairman of British Waterways Board. *(September/October 1985)*

Another boost to restoration of the canal was given by West Yorkshire County Councillors on 18th February. The Council's Recreation and Arts Committee decided to spend £153,000 on re-opening the culverted bridge under Wakefield Road, Huddersfield. *(March/April 1985)*



The scheme has ... outgrown its sponsor, the Tameside Canals Development Association. That informal joint venture between the Huddersfield Canal Society and the Peak Forest Canal Society does not have the substance to satisfy the M.S.C. that it can take on a more demanding project. It has ... been decided to form a limited liability company, Tameside Canals Ltd. This will be a wholly owned subsidiary of Huddersfield Canal Society Ltd. Councillor Frank Ruffley will continue as Chairman. *(May/June 1985)*

With financial assistance from Greater Manchester Council and the Inland Waterways Association, the Society has commissioned W.S. Atkins (Wales) to produce a costed engineering study of the various alternative route through Stalybridge. *(July/August 1985)*

On 26th March 1986 Greater Manchester Council handed John Fryer ... a cheque to the value of £1,200,000. *(May/June 1986)*

The Joint Committee has ... asked the Society to commission a study of the benefits which will result from restoration. This will be jointly funded by the Local Authorities, the Inland Waterways Association and your Society. *(March/April 1986)*

... five years after restoration work began, locks are open in Uppermill and Marsden, two large M.S.C. schemes are working on the canal, volunteers are working at Diggle, Wakefield Road Bridge in Huddersfield has been rebuilt to allow boats to pass again, and the infilled length of canal above the Brownhill Visitor Centre is being rebuilt. *(July/August 1986)*

A major step forward towards achieving the goal of total restoration has been the recent appointment of Michael J. Thompson (Mike to his friends) as consultant ... on a part time basis. *(January/February 1987)*

M.S.C. workers have now started work at Lock 21E - for the uninitiated, this is the first lock east of Slaithwaite. *(January/February 1987)*

The Society's M.S.C. Community Programme Project - Tameside Canals - is making good progress ... between Ashton and Stalybridge. *(January/February 1987)*

The Joint Committee agreed to include a proposal for a survey of Standedge Tunnel in the submission for grant-aid from the (European Regional Development Fund) Mersey Basin Campaign. *(March/April 1987)*



Oldham Council's M.S.C. Community Programme ... is to be transferred from the Rochdale Canal ... to the Huddersfield Narrow later this year. *(May/June 1987)*

Over the Bank Holiday Weekend we had a visit from our friends in the Waterway Recovery Group giving us a sufficient workforce to tackle the excavation of the

bridgehole at Lock 31W. *(July/August 1987)*

The alternatives for restoring the ... canal through Slaithwaite, were spelled out to residents at an impressively packed public meeting - and the unofficial consensus was that those backing restoration had won hands down. *(September/October 1987)*

The Yorkshire and Humberside Regional Council for Sport and Recreation ... have reserved £40,000 for the (Standedge Tunnel) Survey. *(November/December 1987)*

On Tuesday 3rd November a party comprising of members and officers of our three local authorities, officers of British Waterways Board and Mike Thompson and (David Sumner) visited the House of Commons

... to appraise Members of Parliament of the coming Bill to rescind the 1944 Act whereby cruising on parts of the Huddersfield Narrow was no longer allowed, and of the Society's applications to Europe for funding support for the Standedge Tunnel Survey and the West Side work programme. *(January/February 1988)*

The contract to investigate the feasibility of turning Standedge Tunnel into a major leisure facility ... has gone to L & R Leisure Consultants. The appointment has been made by the Huddersfield Narrow Canal Joint Committee and L & R will be working in close collaboration with Ove Arup; the internationally known consultants who have been appointed by British Waterways Board (to carry out the engineering study of the condition of the tunnel.) *(January/February 1988)*



Following a guided tour in Tameside ... the Civic Trust has agreed to 'Kitemark' under the UK2000 scheme our Tameside Canals project and our work in Diggle. *(March/April 1988)*

The Nature Conservancy Council have notified Tameside Council and the British Waterways Board of their intention to designate all of the canal in Tameside as a Site of Special Scientific Interest under Section 28 of the Wildlife and Countryside Act 1981. *(September/October 1988)*

"I am pleased to be able to tell you that the European Commission has approved a grant from the European Regional Development Fund towards the following project: Article 24 Study, Standedge Tunnel. Grant

Shire Cruisers



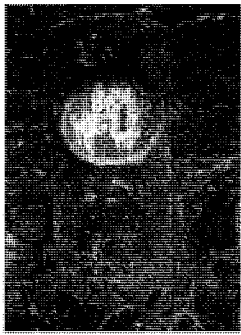
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Also, we now have two boats on the Rochdale - come and see how the competition are doing!

YORKSHIRE'S LARGEST HIRE FLEET



approval £151,375." (letter from Peter Walton, Department of the Environment, quoted January/February 1989)

All three Community Programme schemes on the canal drew to a close at the end of August and re-emerged as Employment Training schemes. (January/February 1989)

Locks 15 & 16E completed, work commencing at lock 10E ... Lock 18W prepared for scaffolding and rebuilding. Lock 19W offside wall rebuilt. Locks 1-3W complete ... lock 9W gates ordered ... Locks 10 & 11W complete ... Nature Conservancy Council have approved dredging programme ... Oldham Council's Technical Services Department have completed investigation work as preparation for rebuilding the bridges at Well-i-Hole, Frenches, Wade Lock and Wool Road ... Following the preparation of a draft scheme by students of Sheffield Poly, detailed plans have been prepared by students at Salford University to rebuild the infilled length of canal ... alongside the dismantled Hartshead Power Station. (January/February 1989)

After considerable discussion it was apparent that the only sensible way forward was to combine the two schemes. The Society has, therefore, since September 1989 taken over the operation of all of the West side Employment Training project through its subsidiary company (Tameside Canals Ltd.) which has been renamed H.C.S. Restoration Ltd. ... a separate company H.C.S. Training is ... responsible for the training element of the programme. This year the scheme will operate as a Training Manager in its own right under contract from the Training Commission unlike previous years when we subcontracted to Tameside M.B.C. for Community Programme and then to J. Jarvis & Sons plc. for Employment Training ... A total of 21 staff are proposed. The Society is standing the extra labour costs of Employment Training. (September/October 1989)

The findings of the report on the physical state of the tunnel are not as gloomy as anticipated and the

difference in costs between repair for water transfer and for through navigation is less than £2m. The report is ... being evaluated and we await British Waterways comments. (May/June 1990)

In April the Training Commission terminated the contracts of all Training Managers involved in Employment Training at one month's notice. That offered to the Society ... was likely to result in a loss ... of the order of £40,000 p.a. The Society was unable to continue with E.T. Staff who had in certain cases been employed by the Society since Community Programme days had regrettably to be made redundant and the Society ended its direct involvement with E.T. (Existing full time) staff plus ... trainers, formed a small workforce to continue work (with trainees on placement from Tameside Council). The extra cost to the Society will be (at least) ... £130,000 (per year) compared to the original Community Programme Scheme. The restoration programme may be more expensive, but effort is no longer diluted by operating a 150 place training scheme. (July/August 1990)

Keith Gibson

Chairman, Construction Group

Photos: A.Ogborn

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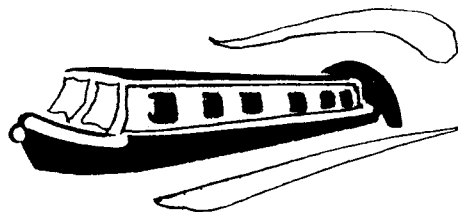


Photo: R. Gough

Long famous in the North West, the 'Tubigrip People' Seton, have extended their support to the Canal Society's dredging programme. Pictured during those hot summer days (!), Seton Healthcare's Ann Levick is shown handing a cheque for £150 to General Secretary Frank Smith, at Woodend Mills, Mossley.

The 'spudleg' dredger, Pollard, on hire from British Waterways, takes it easy in the background. Dredging the canal between Lock 14 and Roaches (Lock 15) has temporarily abated until a Waste Disposal Licence for the dredgings is granted. Further news on the donations front features a cheque for £2,000 from the Pilgrim Trust, towards the restoration of Lock 13W.

The Huddersfield Canal Society expresses its thanks to Seton and the Pilgrim Trust for their generous donations to the restoration programme.



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KEN BAKER

During the Summer, Ken Baker of Egerton Narrowboats (opposite), ran a raffle with prizes of boating holidays on some of their craft; raising £100 for canal restoration.

The first prize went to:

Mrs M Moorhouse
211 Longwood Road
Longwood
Huddersfield

and the second prize went to:

Mr H Shelley
19 Portway Road
Bilston
West Midlands

Thank you Ken!





Photo: B.Minor

READY.....

THE SOCIETY can be well pleased with the enthusiastic turn-out to witness the official launch of the Marsden Shuttle by David Essex at the Tunnel End Canal & Countryside Centre on Sunday October 20th.

As obliging as ever, David patiently posed for the press and public alike, culminating in a spectacular bottle smashing christening - an ecologically sound sugar-glass prop, we hasten to add. Press coverage of the event was particularly gratifying and here is a reprint of the Oldham Evening Chronicle's account:

SINGING star and actor David Essex voiced strong support for the campaign to re-open the Huddersfield Narrow Canal yesterday, when he christened a new trip boat, the Marsden Shuttle. As patron of the Huddersfield Canal Society, which will operate the Shuttle, he called on the public to support restoration of the canal as a very important environmental project which would also retain important historical features.

"We do this, not only for our own enjoyment, but for our children in the future," he told a crowd at the Tunnel End Canal and Countryside Centre at Marsden.

David, who has first hand experience of waterways, having played the part of a lock-keeper in the popular television series "The River"; then tried his hand as helmsman of the new boat, which will



Photo: S.Quilter

.....STEADY

the Society as an active body dedicated to reopening the Huddersfield Narrow.

Alec Ramsden



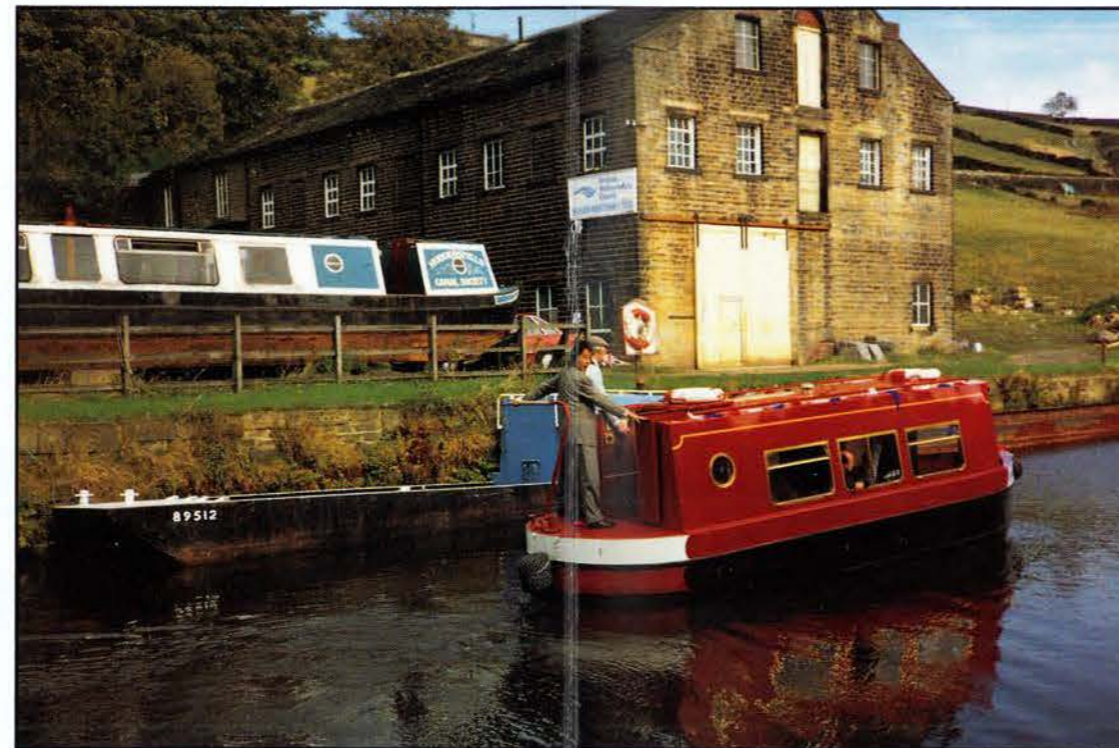
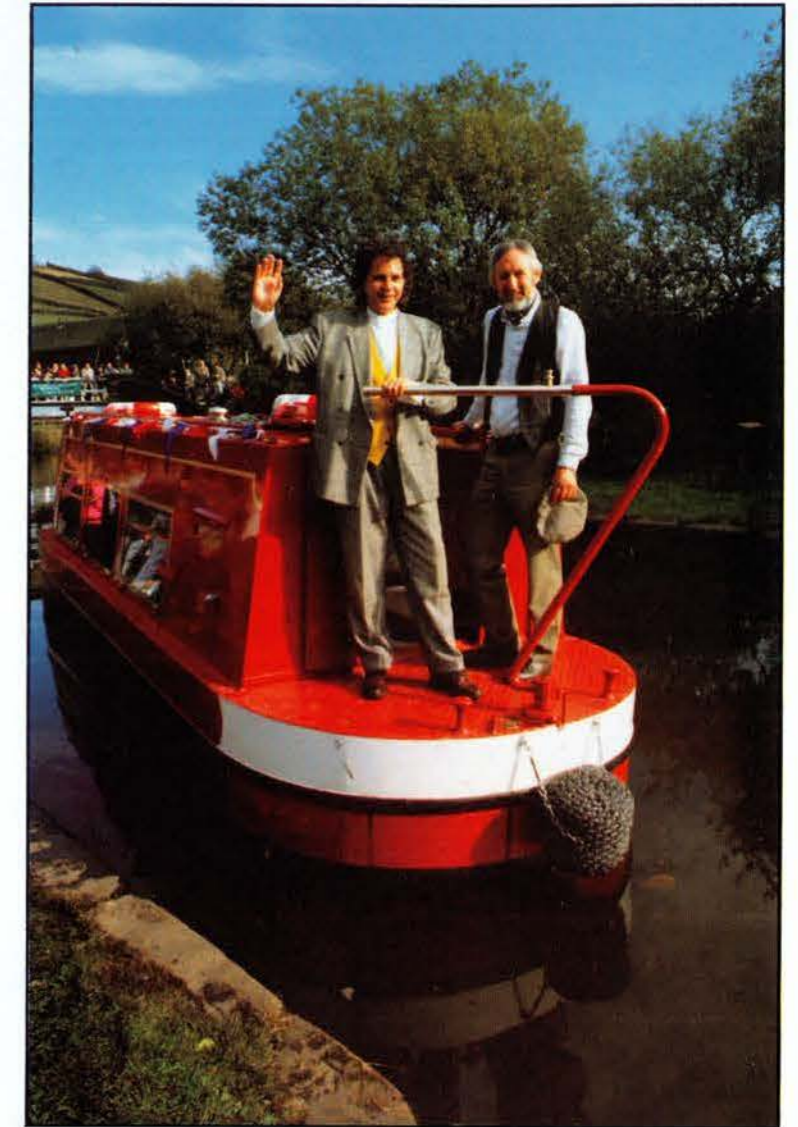
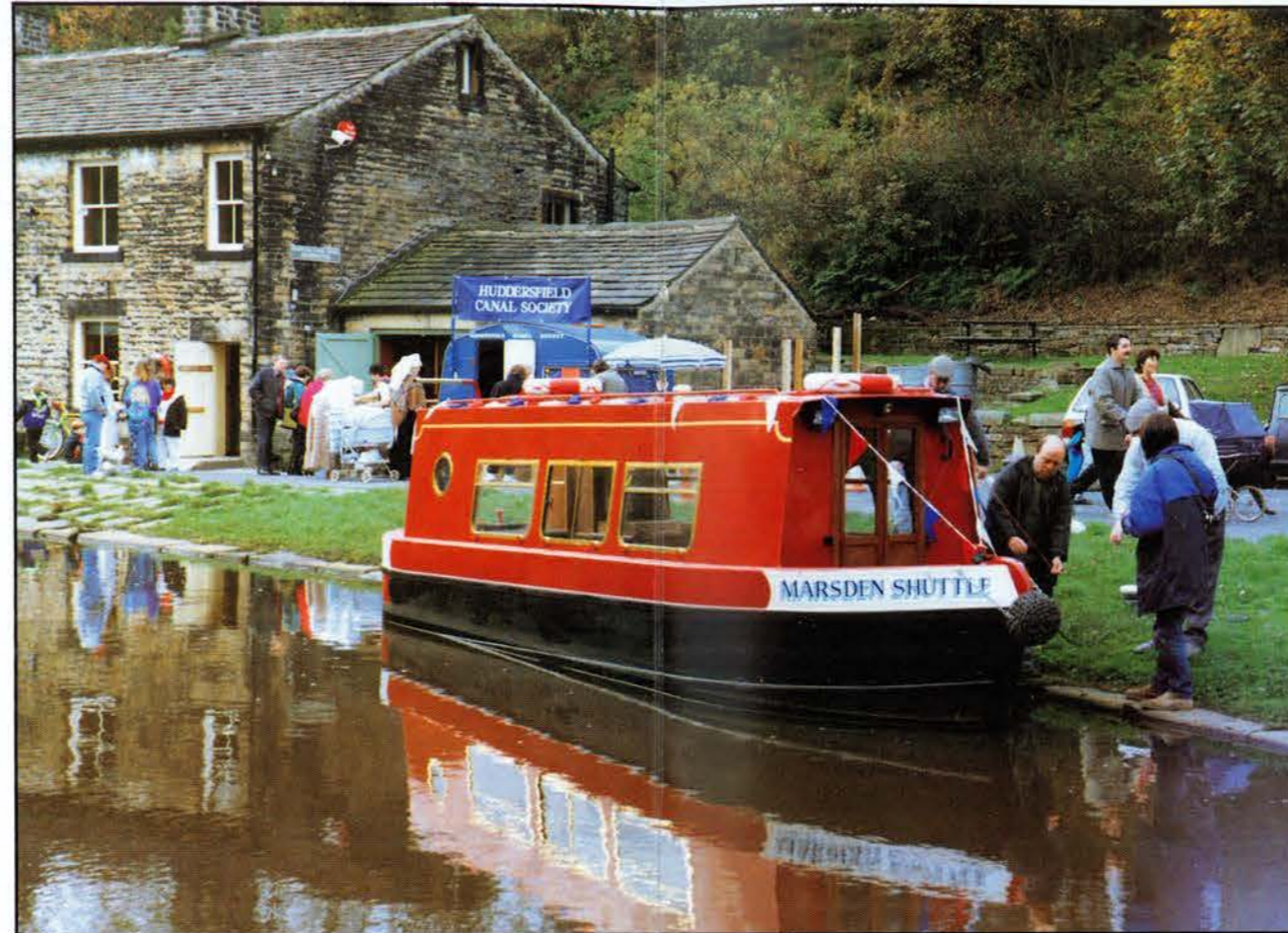
Photo: B.Minor

.....GO!

SUNDAY, 20th October, 1991, Tunnel End Canal & Countryside Centre; the venue for the official launch of the Huddersfield Canal Society's new trip boat, The Marsden Shuttle, by Society Patron, David Essex.

RIGHT: Making ready for the ceremony, last minute adjustments to ensure the champagne 'christens' the correct spot. The Society's Sales caravan is in prime position, staffed by enthusiastic volunteers keen to get the restoration message across to the gathering crowd.

BELOW: Society Chairman, David Sumner appreciates the joke, when David Essex reaches for a missing cheque book to completely fund the restoration of the Standedge Tunnel; a multi-million pound project in its own right!



ABOVE: David takes the tiller with Society member, Bob Maycock, and bids the crowd farewell as they take a short cruise along the Huddersfield Narrow.

LEFT: David seems surprised to have successfully negotiated the low bridge and sharp turn in the canal by BWB's Maintenance Yard. Time spent as a lock-keeper in the BBC series 'The River' obviously paid off. Although he could have cruised through into Slaithwaite, negotiating 18 locks in the process, David's trip was limited to a short excursion down the canal.



Photo: R. Gough

Society members, (left to right), Frank Smith, Bob Maycock, Alan Pollitt and Dave Calverley, receive their Boatmen's Licences from David Essex as part of the Marsden Shuttle launching ceremony.



Photo: B. Minor

Entering into the spirit of the occasion, (left to right), Jo Young, Gay Quilter, Shirley Maycock and Fiona Tewson with son George, in traditional attire for the launch.

GREATER MANCHESTER, the boat not the place, was the venue for our Sunday meeting in July. Starting from Portland Basin, Ashton, we cruised along the western end of the Huddersfield Narrow, under ASDA, up and, then eventually, down Lock 1W. Back to Portland Basin for a trip along the Peak Forest. All in all an extremely convivial (and uneventful - thankfully) afternoon's outing.

Obviously a lot of you were on holiday in August, the joys of the school holidays, but those of you who did attend the Thursday meeting were presented with an excellent and entertaining film evening. Ken Broadbent, from the Huddersfield Cine & Video Club, (who is also Diane's dad) showed us a film made by a group of Venture Scouts whilst touring the Shropshire Union Canal back in the seventies. Apart from anything else, haven't fashions changed! And to say that I swore I would always wear flares!!

Nostalgia was also the flavour of John Maynard's films. John is a founder member of the Society and first Chairman. The excavation of Lime Kiln Lock in the early eighties was the subject of one film. Certain fresh, young looking faces were recognisable to many in the audience! John's second film showed how Stan was resurrected and revived once it became a member of the Society. What loving care and attention was bestowed upon the Society's favourite boat. How the rust was gently removed, how the paint was expertly applied, how Stan was tenderly lowered into and raised out of the water. Perhaps it was a good job that it was a silent film! Again, some peoples faces have not changed in 10 years!!

In September, our 10 minute AGM was followed by our version of 'Question Time'. Ian Fullerton represented British Waterways whilst Trevor Ellis was a last minute replacement for Keith Gibson as the Society's spokesman. I hope your back is better now Keith, and be warned; let a younger person throw your waste paper into the litter basket next time!! Both Ian and Trevor expertly answered (and at times, parried) the numerous searching questions

put to them. For example, did you know that it is illegal to ride a bicycle along the towpath unless you have a permit? That it is not illegal to allow dogs to foul the towpath? (We blame the owners, not the dogs. Do you know? Someone has just allowed their dog to 'make a mess' right outside our shop door!)

Please note our future meetings. **December 12:** Family Party Night. Whilst there will be a disco, all age groups will be catered for. There will be party games early

on for the youngsters (and young at heart). We will start at 7:00pm so that people with youngsters can attend, have a good time, and still leave early enough to put the youngsters to bed before it is late.

ENTRY WILL BE FREE

However, you may like to make a donation towards the buffet.

January 9: John Sully will give his presentation 'Canal Enthusiast On A Bike'.

February 13: Frank Smith will give an up-to-date report on restoration.

April 19 (Easter Sunday): Easter sees special events put on at the Boat Museum, Ellesmere Port. We shall be going to see the sights next year. If you send your money in 1991 the coach will cost a mere £5 (£2.50 for 5 to 15 year-olds). The cost in 1992 will be £7 (£3.50 for 5 to 15 year-olds). Please make cheques payable to 'HCS East'.

We meet at The Wheel (James Street, Golcar) on the 2nd Thursday of the month. The many of you who have been to these social gatherings are all agreed that we meet in comfortable, convivial surroundings. If you have not yet visited us why not pop along to a future meeting and encounter similar minded people. Together we are raising the profile of HCS.

Dave & Diane Calverley.

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ALL CHANGE!

This issue of Pennine Link sees a bit of an upheaval, with myself taking over, and thus becoming our forth editor. The magazine will now be printed on our own duplicator which we have purchased. We hope this will cut down delays, and enable us to keep to a regular publishing schedule.

RALLY

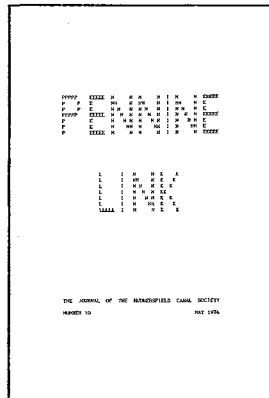
Agreed at committee (30/4/76) to investigate the possibility of rally at Aspley, with Polytechnic section being used for trail-boats. Alternatively at Marsden on summit pound.

Letter to the Editor May 7th 1976

Dear Editor, I have recently been re-reading a previous issue of 'Pennine Link' in which you published a letter from Mr Roger Squires of Beckenham, which among other things, mentioned the possibility of keeping a boat to make trips through Standedge Tunnel, exactly on the lines of the organisation at Dudley during the period of official closure. *It's on its way, Ed.*

NUMBER 10

May 1976



Editor: Chris Griffiths

BATES

Application went to sub-committee on 24th May recommended for approval. Decision deferred ... still time for objections ... do it now ... NOW. We've got them on the run ...

SECRETARY'S REPORT

Most significant, however, was the fact that Greater Manchester, Tameside, Oldham and Kirklees had adopted non-encroachment policies although not all were water-tight (groan - Ed) including such phrases as 'subject to all other considerations'. West Yorkshire are working on a similar policy.

David Chadderton of the Saddleworth Historical Society asked about the Royal George Locks (18 & 19W) which are being infilled - there are original masons' marks on the chamber walls. Secretary reported that the masonry itself was not being disturbed - the chamber is simply being concreted in. He also mentioned the wooden warehouse by the A670 crossing at Wool Road. It was agreed to investigate repairing this.

CHAIRMAN'S REMARKS

Kirklees Planning Committee have already agreed to go ahead with a study of recreational opportunities and clean-up of the canal ... I have also been involved with West Yorkshire regarding the cost and possibility of re-opening Wakefield Road bridge to navigation; it is early days yet, but how does £30,000 grab you?

COMMITTEE MEETING 18/10/77

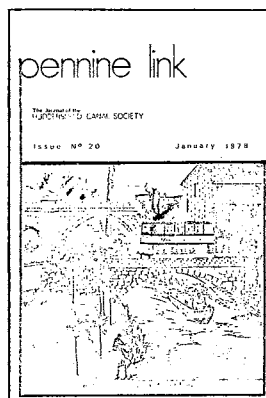
Discussions: David Sumner co-opted to committee ... **Action to be taken:** David Sumner to take over duplicating; Les Winnard to become publicity officer ... Proceed with Ashton Festival ... Discussions and actions to be taken concerning 1978 Ashton Festival; and publicity concerning the launching of the Stalybridge Report including caravan and Morris Dancers.

TURNBRIDGE

At last, it has been protected by law. The Department of Environment in London has now scheduled it under the Ancient Monuments Acts 1913 to 1953. Described (correctly) as 'Locomotive Bridge, Quay Street, Huddersfield' ...

NUMBER 20

January 1978



Editor: Diane Charlesworth

"WOULD THAT IT HADN'T HAPPENED"

Extract from the minutes of Colne Valley UDC Highways Committee 24/2/66:

Filling in of Canal, Slaithwaite

Resolved - That the section of canal from the bus station in Slaithwaite to Platt Lane be filled in and the Canal piped during the next local government year.

TAMESIDE CANALS' FESTIVAL '78

Tameside Council and the British Waterways Board have now given us permission to proceed with the Festival. Owing to possible water supply problems on the Peak Forest and Macclesfield Canals, visitors' boats are not at this stage invited to attend.... but we will make sure that there are sufficient land-based activities to make the event a success. CAMRA have been approached with the suggestion of incorporating a beer festival.

"MAYOR BACKS CANAL"

Councillor Brooke, stressing a lack of water sports facilities in the area, said he hoped the Council would back an approach to the Government and other bodies for cash aid ...

Another roaring success! This was the general opinion as the second Tameside Canals Festival drew to a hot and weary conclusion on Sunday evening ... Under the heading of projects there are still the Tunnel and Tunnel End cottages, the Upper-mill stretch (active discussions with Saddleworth Historical Society), and the extension of the Ashton Canal through to Staly-bridge, as suggested by ACS! ... There is every prospect that the next year or so will be both exciting and fruitful. Chris Farrar

PROJECTS

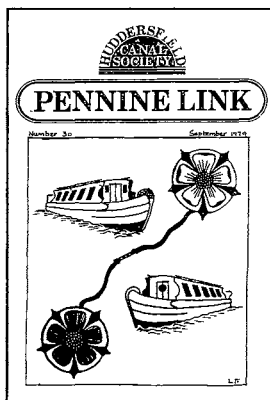
Proposed restoration between Uppermill and Wool Road Warehouse received support from Tameside and BWB. ... A report to be produced urgently on proposed restoration between Uppermill and Wool Road. Saddleworth Historical Society will join us - to set up meeting ...

STATEMENT ON WATERWAYS'

The Chairman of the British Waterways Board (Sir Frank Price D.L.), speaking today after a meeting of the Board, welcomed the statement in the House of Commons this week by the Rt. Hon. Tom King, M.P., that the Board are to remain independent entity and not merged with the Water Industry.

NUMBER 30

September 1979



Editor: Diane Charlesworth

HUDDERSFIELD TO ASHTON BY CANAL 2/3 AUGUST 1979

The idea of attempting to canoe the length of the Huddersfield Narrow had appealed to me (Robin Witter) for some time, having walked its length in the spring ... an aqueduct and the towering splendour of Uppermill viaduct. Here, surely, could be the start of a low cost restoration exercise of a most interesting and attractive stretch, albeit isolated at the present, with perhaps a trip boat operating between Saddleworth and Wool Road. ... The river passage contains three weirs with a total fall of some 8ft. and follows an unattractive circuitous course mostly around the backs of factories for about 1 1/2 miles to the aqueduct. It is very shallow and boulder strewn throughout, and I remain doubtful as to whether it represents a feasible alternative to the canal line. ..

TOWPATH GUIDE

Huddersfield Canal Society are producing a Tow Path Guide to the Huddersfield Narrow Canal. ... The Society feel that this publication is very necessary to increase public awareness of the canal's potential and indeed to encourage the public to utilise one of their assets, which is sometimes sadly neglected.

CHAIRMAN'S REMARKS

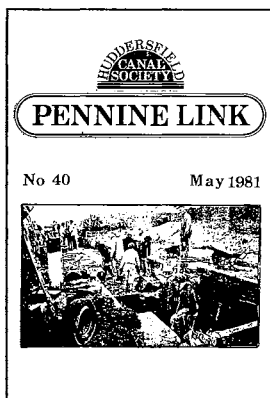
Chris Farrar ... there is no other canal like it (Huddersfield Narrow) in the world - not the Rochdale nor the Leeds Liverpool (though they have individual claims) - and therefore it is a canal which must be saved and restored. ... It goes almost without saying that my very best wishes go to the Society for the future and in particular to David Sumner who will succeed me as Chairman. I am confident that he will see the Society continue from strength to strength.

UPPERMILL - EXPLORATION AT DUNGEBOOTH LOCK

On Saturday April 4th after a trip on 'Stan' from the museum basin at Uppermill, TV personality Anthony Burton ceremoniously began breaking open the concrete capping on Dungebooth Lock. ... 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?

NUMBER 40

May 1981



Editor: Sue Gibson

Front Cover: Photo taken at Dungebooth Lock, Uppermill on April 4th showing the start of restoration.

THE FUTURE

We shall continue to work every weekend! We need YOU to come along and help. We have undertaken to excavate the lock by the end of June and restore it with gates by the end of the year. It is our first restoration project.

... It is hoped that during the next few weeks that Kirklees Council will be signing the Access Agreement for the towpath alongside the Huddersfield Narrow Canal as far as Standedge Tunnel. ...

On 31st March, 1981, Kirklees Council designated Tunnel End a Conservation Area.

INFILL THREAT DEFEATED

The canal was once again threatened with infilling by a car park at T.S.Lawton & Sons, Chapel Hill, Huddersfield. The Society has over the past few weeks handed out many forms asking for letters of objection to be sent to Kirklees Council. This obviously has worked! The application has now been withdrawn!

EDITORIAL

Welcome to the 50th edition of Pennine Link. The Society has now been going for 9 years with two of its founder members John Maynard and Bob Dewey still on the committee and working just as hard as ever.

Sue Gibson

PUBLICITY

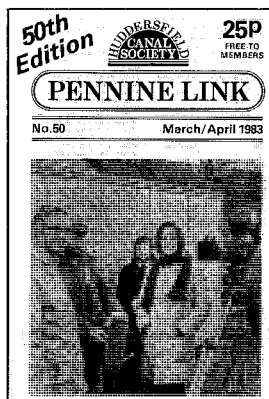
Members will be pleased to hear that our publicity is off to a flying start in 1983 with many articles in the papers (including the 'nationals') three interviews on local radio and one interview on television.

MSC JOB SCHEME FOR RESTORATION

... The Society is proposing that the section of the canal from the mouth of the Standedge Tunnel at Marsden to Slaithwaite be restored, using a Manpower Services Commission job creation scheme.

NUMBER 50

March/April 1983



Editor: Sue Gibson

RESTORATION JOINT REPORT

... Waterway Recovery Group (W.R.G.) and Huddersfield Canal Society have jointly published a report proposing that the Huddersfield Narrow Canal be restored to navigable standard from Ashton-under-Lyne to Stalybridge by means of a Community Programme job creation scheme financed largely by the Manpower Services Commission. ... For some time David Sumner the Chairman of the Society has been discussing this project with the local authorities and been attending the regular meetings of the Tame Valley Officers Working Party. ... The report proposes that the Greater Manchester and Tameside Councils should look into restoring the section of canal concerned by means of a Community Programme scheme. It is now being studied by the two Councils and it is hoped that we receive a favourable reaction to our proposals.

IMPACT ON MARSDEN

... The impact of restoration would be likely to be particularly significant in Marsden which is becoming a very depressed town. It has seen a significant decline in the traditional textile industry and appears to be too remote to attract new industry. Additional jobs created to serve visitors attracted by a restored canal would therefore be welcome.

NARROWBOAT TROPHY

As Editor obviously I was overjoyed and very honoured to have had Pennine Link chosen for the Narrow Boat Trophy Award, which was presented at the National Rally.

Sue Gibson

Marsden/Slaithwaite Stretch

In the beginning (sounds like Genesis) there was myself and one Supervisor. ... The manpower has now been built up to 38 people; consisting of my site foreman, three supervisors, one full-time carpenter, one clerk/administrator and 32 labourers. ... We have now been in operation 4 months and have removed upwards of 4,000 tons of spoil from the canal and locks. We have completely cleared 4 pounds, dug out three cascaded locks and uncapped one.

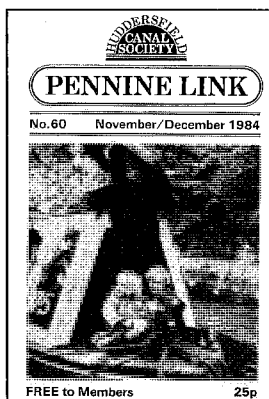
Ian Preston - Restoration Project Engineer.

BOATS

... BENJAMIN OUTRAM has been running regularly at weekends with volunteer members, and during the week by Harold Nield. ... consideration is being given to the provision of a trip boat, similar to 'Benji', on the east side. Any ideas, offers of help ...

NUMBER 60

November/December 1984



Editor: Sue Gibson

NEW VOLUNTEER PROJECT

We are another step nearer to starting a new volunteer restoration project at Diggle. Oldham Borough Council have recently confirmed that they have no objections to the Society's request to restore Locks 31 and 32 West.

LOCAL AUTHORITY RESOLVE

On 18th October your Council and Consulting Engineers, W.S. Atkins & Partners are to hold a joint presentation to Members and Officers of all five Local Authorities ... When significant sections of canal are restored it will be possible to plan for the removal or by-passing of the more serious obstacles to through navigation. ... At their meeting on 12th September the Tame Valley Joint Committee ... noted the progress being made and gave their support to the restoration of the Narrow Canal, ... The Greater Manchester Council have agreed to restore the entire length of the Canal in the County over a 10-15 year period. Sadly this decision is one they are unlikely to be able to implement because of the expected demise of the Metropolitan Counties. We must hope that their successor authorities carry out this intention.

Keith Gibson.

PROGRESS ...

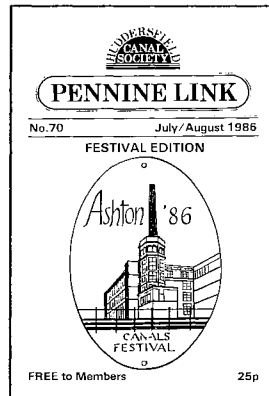
... By 1983 it was possible to show how much more attractive a restored canal would be. It was also obvious that at the rate of progress being achieved it would take volunteers perhaps 75-100 years to complete the task. ... Work began at Marsden in May 1984 and is now well on the way to Slaithwaite. The first four locks at Marsden (Lock nos 39-42 East) were officially opened by Councillor George Speight ... in March this year, and the canal should be open all the way to Slaithwaite next year. ...

UPPERMILL INFILLED SECTION - When Dungebooth and Lime Kiln Locks were restored in Uppermill a project was designed by which the canal above the locks could be reunited with the basin at Wool Road to allow boats to turn above the locks. ... There was sufficient space, however, to reconstruct a narrow channel. ... Shortly before the abolition of the County Council in March of this year a contract was let with Ruttle Plant Hire of Chorley to construct a new concrete channel. About half of this is in place as I write. ...

WAKEFIELD ROAD BRIDGE - In March of this year County Councillor Garth Pratt cut the tape and County Councillor John Sully steered the boat to officially open the new Wakefield Road Bridge. ...

NUMBER 70

July/August 1986



Editor: Sue Gibson

In October 1984 a meeting was held at the Coach and Horses on Standedge, almost above the famous tunnel. All of the Local Authorities participated, and ... it was accepted that ... a unified approach would be worthwhile. Subsequently a Huddersfield Narrow Canal Joint Committee has been formed ... The Committee has discussed how to continue restoration and, particularly the Society's Tameside Canals project, after the demise of the Counties. ... Although it now seems certain that the bulk of the canal will be restored largely by M.S.C. labour in the next few years, there are still major problems to be overcome ...

WRG WORK CAMP

This July, from Saturday 5th to Sunday 27th to be exact, HCS will be hosting the WRG Work Camp. The worksite is primarily lock 31W at Diggle ...

BENEFITS OF RESTORATION

L & R Leisure Consultants, one of the UK's top specialist management and tourism companies are leading the major study of the benefits of restoring the Huddersfield Narrow Canal for the Huddersfield Canal Society.

CHAIRMAN'S REMARKS

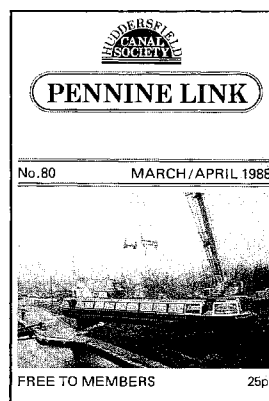
I had hoped by this issue to have announced that the Society's application for European Regional Development Fund grant aid had been approved. However, our two applications - one for the Standedge Tunnel survey and the other to help fund our three year West Side programme are awaiting decisions from Brussels and our own Department of the Environment. ... The Oldham MSC scheme started in February and progress on our Tameside scheme should ensure navigation in time for the 'Three Locks to Stalybridge' rally on 20th and 21st August this year. ... Keith Gibson, Mike Thompson and Les Winnard completed the 'main' ERDF application in January. ... On a more optimistic note the Marsden-Slaithwaite section is initially complete. ... But the canal has been fully restored by the Kirklees scheme down to Slaithwaite. Congratulations to Ian Preston the Kirklees engineer in charge and to all connected with this magnificent project. The Paving Bill ... has been drafted by Waterways Board and is expected to be through the system and receive Royal Assent in July.

SLAITHWAITE PLAN REVEALED

Following the public exhibition last year Kirklees have now applied for planning permission to rebuild/build a new canal through the centre of Slaithwaite. ...

NUMBER 80

March/April 1988



Editor: Sue Gibson

Bids for Money

By the time you read this the first formal bids for European Funds under the Mersey Basin Campaign towards actual restoration work on the canal will have been lodged with the Department of the Environment's Mersey Basin Campaign Unit in Manchester. ... We are reliably informed that Staley Wharf, ... the length of totally filled in canal between Bayley Street and Caroline Street, could cost over £300,000 if built by contractors - comparable to a road length of near motorway proportions (but it does include a new bridge)! Anyone know of a less costly way to do it! But it will be grand to see boats along this stretch and in the proposed Caroline Street Basin on the doorstep of Stalybridge - and what an opportunity for the town. ... What is certain is that now, not only at Uppermill (or in Kirklees) but also at Locks 1, 2 & 3 West, significant progress can be seen.

STALYBRIDGE TOWN CENTRE

The Society has already sponsored a study by engineering consultants W.S. Atkins & Partners of the alternative routes available to rebuild a canal through Stalybridge town centre ...

EDITORIAL

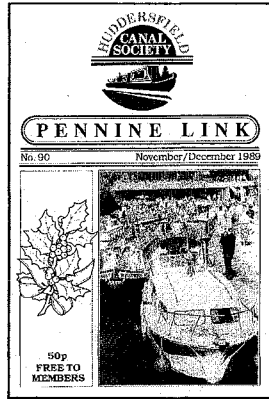
Momentous things are afoot on the restoration front with the publishing of the Standedge Tunnel Survey results. The report is extremely thorough and extremely bulky, and so far I have only had time to read the summary report. I hope to be able to study the full report and publish the salient points in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

ERDF ...

... Despite our success in obtaining significant ERDF grant-aid towards the Standedge Tunnel Survey, and our belief in the eligibility of our applications, it is expected that the total funding available to the voluntary sector will be severely restricted. If true, this will naturally have an effect on the progress of restoration.

NUMBER 90

November/December 1989



Editor: Alwyn Ogborn

CHAIRMAN'S REMARKS

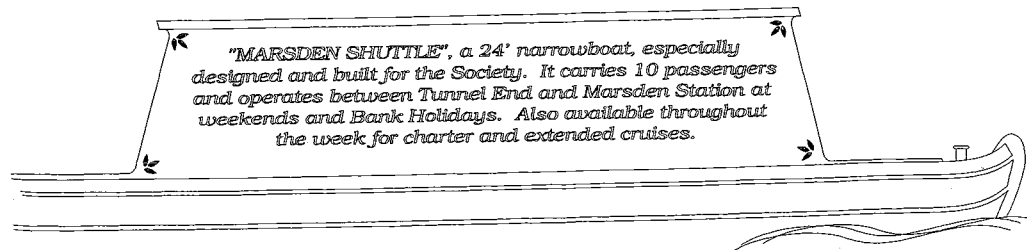
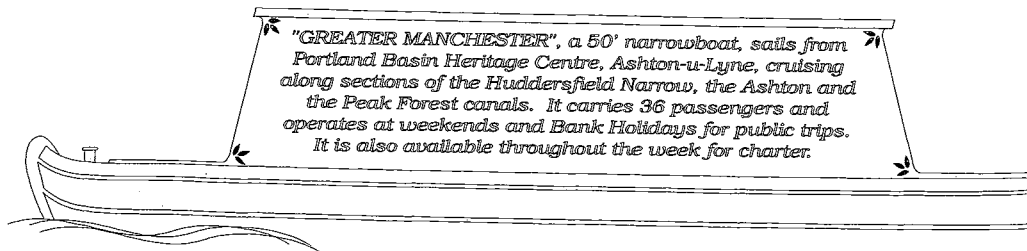
Hardly a month goes by nowadays without news of further progress towards our goal ... On the political progress front, an agreement was made on the 4th September 1989 between British Waterways Board, Kirklees Metropolitan Council and Tameside Metropolitan Borough Council.

Clause 1.4 states: "The Board and Councils wish the relevant lengths to be restored and thereafter maintained to a standard suitable for use by powered and unpowered cruising craft of appropriate dimensions ... This agreement was back-dated to take effect from 1st April 1989 and remains in force for 21 years

The new challenge we all face is the report produced by Ove Arup and L & R Leisure to look at the costs and benefits of restoring Standedge Tunnel. The engineering study has produced a report of such detail that the present day costs of full restoration to safe navigable standards for through navigation have been ascertained and the responsibility for the costs apportioned.

BOATS

The Society is currently operating two trip boats crewed entirely by our own volunteers



Both boats are available for charter Monday to Friday and weekends by arrangement. Discount rates are available to educational and O.A.P. groups. Why not come along and have a trip?

For further details, contact the H.C.S. office in Ashton

At a recent East Side meeting, we held a quiz. It consisted of five rounds; current affairs, potpourri, sport, music and canals. As regular readers will be aware, we are reproducing the questions asked. The person who sends us the most correct answers will receive a fantastic prize from our emporium - ie Peak And Pennine (Outdoor Equipment Specialists) will donate a daysack to the winning entry. Any other offers of prizes for 2nd, 3rd, et al, places?

Here is the third, and final, set of questions.

MUSIC

1. What is Beethoven's 6th Symphony more usually known as?
2. Who's 'Sophisticated Lady' was recorded over 30 different times?
3. Which war-time band leader was famous for his 'Blue Skies'?
4. Bix Beiderbecke's music featured heavily in three related TV series in the 80's. Name one of them.
5. Bix Beiderbecke also featured on a version of 'Georgia On My Mind', but who's orchestra was it?
6. Which bespectacled gent sang about 'Peggy Sue'?
7. Common wash-room implements were used on 'Cumberland Gap' recorded by which 50's definitive artist?
8. Who sang about the 'Leader Of The Pack'?
9. The date: 8 April, 1967; the venue: Vienna; the song: ?; the artiste: ?
10. Who wrote Cilla Black's hit 'It's For You'?
11. Tony Blackburn was the first DJ to appear on Radio 1 when it started broadcasting in 1967. What was the record he first played?
12. José Feliciano had a British hit with 'Light My Fire', but who were the brilliance behind the original?
13. In 1979, a record breaking American band had a hit in Britain with 'Lady Lynda'. Who were they?
14. One Mr Clapton, his Dominoes, and 'Layla' have had a resurgence of popularity thanks to which car manufacturer?
15. That midnight toker, the 'Space Cowboy' Steve Miller similarly has recently received public acclaim, albeit 17 years late, thanks to whom?

CANALS

1. What cuts the Lancaster canal in two?
2. What do the initials IWA and WRG stand for?
3. How long, in yards, is the Standedge Tunnel?
4. Three canals start and end in Swansea Bay, name 2 of them.
5. Which 2 canals does the Rochdale Canal connect?
6. Which canal was reopened by the Queen last year?
7. What is the speed limit on the canal system?
8. On which canal is the Hurleston Lock Flight?
9. Who were responsible for the first canal in Britain?
10. Who is the author of the series of books 'The Canals of...'
11. Which pottery is by Trentham Lock on the Trent & Mersey Canal?
12. Where is the National Waterways Museum?
13. A 60 mile long distance walk has recently been set up along the edge of the Peak District, into the Staffordshire Moorlands, and down to the outskirts of the Potteries. It is named after which pioneering engineer of canal navigation?
14. Who owned estates around Worsley which included an underground coal mine, and instigated the building of a canal in order to transport his coal?
15. What event, modestly described as 'an outstanding example of its type', will take place over the weekend of Saturday 31st August and Sunday 1st September?

As the answers will appear in the next issue of Pennine Link, the closing date for entries is Saturday, 4th January 1992. This will enable you to have 'Family Quiz' nights over the Christmas period!! Would you please send your answers to us at Peak And Pennine, 120 Blackmoorfoot Road, Crosland Moor, Huddersfield, HD4 5RL.

Please mark your envelopes "PLINK QUIZ".

Note: It is a matter of personal conscience as to whether people who actually attended the Quiz Nights will enter this competition, being privy to the answers! However, Society members are noted for their honesty, so we shall say no more.

Dave & Diane Calverley.



Fans of Debbie Horsfield's hit comedy series 'Making Out', (BBC1, Tuesdays, 9.25pm), should have been keeping an eye out for the Huddersfield Narrow! Filmed in and around Tameside, the canal had several 'guest' appearances and a spot near Lock 9W, Mossley, was chosen as the location for a picnic between Pauline (Rachel Davies) and Tyrone

(Paul Bazely) during the final episode, screened on the 12th November. The canal provided a leafy backdrop for the scene, once again proving its photogenic attraction. In spite of a very tight schedule, Rachel and Paul found the time during filming for a photo and chat, wishing the Society the best of luck in its excellent work of restoring the canal.



Photos: R. Gough

Camera, Lights, Action!

Filming a scene for 'Making Out' at Lock 9W, Mossley. *Inset:* Pauline (Rachel Davies) and Tyrone (Paul Bazely)



Photo: R. Gough

Huddersfield members will certainly have had the advantage in identifying the aerial photo featured in the last issue of Pennine Link (opposite)!

The view shows the junction of the Huddersfield Broad (centre top to centre right) with the Calder & Hebble Navigation (centre left to right). The C & H takes a minor detour below the wier on the Calder before passing under the A62 (far right). The River Holme joins the Calder under the railway viaduct (centre right).

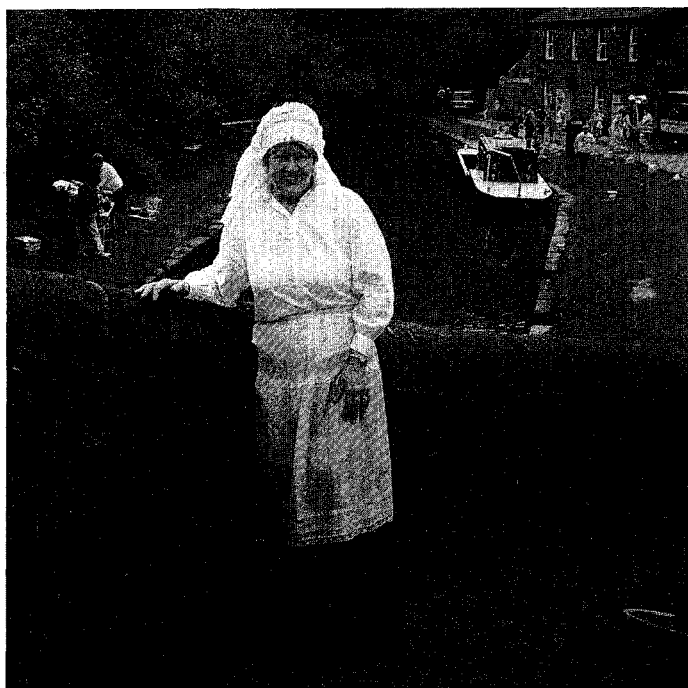


Photo: Mr J Young

Mrs Jo Young at Tunnel End

MAY I take this opportunity to thank you all for the response to our appeal for you to renew your membership. The results have been overwhelming and very time-consuming to process! I am not complaining as we need you all, but please bear with me if your correspondence is not dealt with by return of post.

One particular problem area that arises on a regular basis is when members send in cheques unaccompanied by any renewal documentation, compounded when quite a few surnames and initials are the same. This has tended to delay our renewal procedure to the individuals concerned. It would be appreciated if members would kindly write either their membership number or name and address on the back of cheques, and so resolve this particular problem.

From time to time hiccups do occur, but like several other volunteers actively involved in Society work, I am trying to improve the service to members. Your patience is appreciated, and we do of course welcome any observations or suggestions you may have regarding membership administration.

VOLUNTEERS REQUIRED

Experience has shown that new members are in the main, recruited at festivals and similar events.

Administration is speeded up when, on receipt of the subscription fee, new members are provided with all the relevant documentation on site. Unfortunately, one person cannot, with the best will in the world, attend all events staged, and it has been suggested that it may be helpful to set up a Membership Recruitment Team.

In addition to the Festivals being organised for next year by H.C.S., eg. Ashton, Huddersfield, Tunnel End and Mossley to name just a few, there are numerous other events the Society attends. If you would like to donate some of your spare time and help us recruit at any one of the 1992 venues, or would like further information, please contact me on 061-624-3719 or at the Society's Ashton office. The job is not difficult, bonnets are not obligatory, and of course it is not just the ladies we are after to help us, all are welcome.

Do maintain your interest in the Society and when possible encourage others to join. The more members we have the more effective is our voice in persuading others to fund and support the restoration of one of Britains unique waterways.

We are nearing the point when we will be recruiting member number 2000 and we will be offering this particular individual/family a special award. Just 61 to go. Will he/she/they be from your area, thanks to your encouragement to join?

A Very Happy Christmas to you all

Jo Young
Membership Secretary

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Dear Mr Ogborn,

The quiz in issue 99 of PL, just received, reminds me that we never saw the answers to the item "Just for Fun" on p.26 of issue 96. This was described as a "little brain teaser". Little? It was the most fascinating and enjoyable puzzle I've seen in a long time. I relayed it via ham radio to a couple of friends in S. Africa and they enjoyed it hugely; I remember the rapture when after long cogitation they got "One Wheel on a Unicycle". We're still a bit dubious about no. 18; are there always 5 digits in a zip code? Beats me what D's there are on a zebra crossing (although you can get 5PP for NSO*)

* 5 Penalty Points for Not Seeing One

Best Wishes

Geoff Harrison, Erewash Canal Association, 31 Derby Road, Risley, Derby, DE7 3SY

Very pleased you enjoyed the little mind bender Geoff, but as it was 'Just for Fun' with no prizes, I had not intended to publish any solutions. If I can find our answer sheet, I will send you a copy. I am always looking for suitable items for the giggle page if anyone can contribute.

Ed.

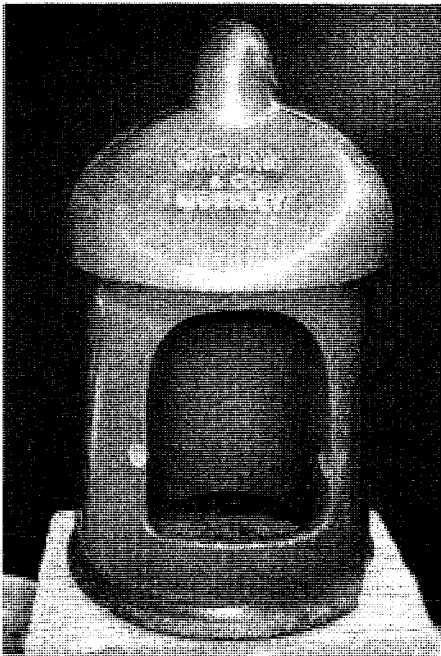


Photo: F.Smith

During the excavation of Lock 14W, our workforce unearthed the artefact pictured opposite. Glazed stoneware, it stands 12" high and bears the impression:

**MAR'AND &
CO
MOSSLEY**

There is a hole through the knob on the top.

What was it used for? And what of

the manufacturing company?

If there is a suitable response to this puzzle, the object's history will be published in the Spring 1992 issue.

So, get investigating!

Dear Alwyn,

Having read your editorial in Plink 'Autumn 91', I now wish to inform you of my views.

Does it really matter, Ashton, Ashton, Ashton, or Huddersfield, Huddersfield, Huddersfield? I thought we all had one common aim, to restore the Huddersfield Canal!

Considering the length of time the HCS has been going and the vast amount of work and progress that has been made to achieve our goal, I would have expected a more professional attitude from our committee members and certainly do not expect to see such petty bickering put into print in Plink.

Maybe a bit more co-operation from all concerned would have ensured that my copy of Plink arrived for me to read prior to the Huddersfield Canals Festival and not afterwards!

Come on Alwyn, let's all start pulling in the same direction!

Yours sincerely

Jack Crossley, 15 Denshaw Road, Delph, Saddleworth.

Quite right Jack! Complete restoration is the ultimate goal. Let's not get diverted. Sorry about the late delivery. All typeset copy was ready in time for publication before the National at Windmill End, but we were badly let down by the printers.

Ed.

Here's a little poem entitled 'Do Something First' sent in by Malcolm Braddock, General Foreman of the Society's Restoration team.

*It is easy enough to pick out the flaws
In work that others have done,
To point out the errors that others have made,
When your own you haven't begun.*

*It is easy enough to fuss and find fault
When others are doing their best,
To sneer at the little they have achieved,
When you have done nothing but rest.*

*It is easy enough to cavil and carp,
To criticise, scoff and deride,
For few of us ever have done perfect work,
No matter how hard we have tried.*

*It is easy enough to speak of the best,
And to dwell all the time on the worst,
And perhaps it is proper to sometimes find fault,
But be sure you have done something first.*

Anon

mockridge

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NEXT PRESS DATE

Articles, letters, etc., for the
Spring 1992 issue of Pennine
Link should reach the Editor
by the 31st January

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Sat. & Sun: 10.30 am - 4 pm.

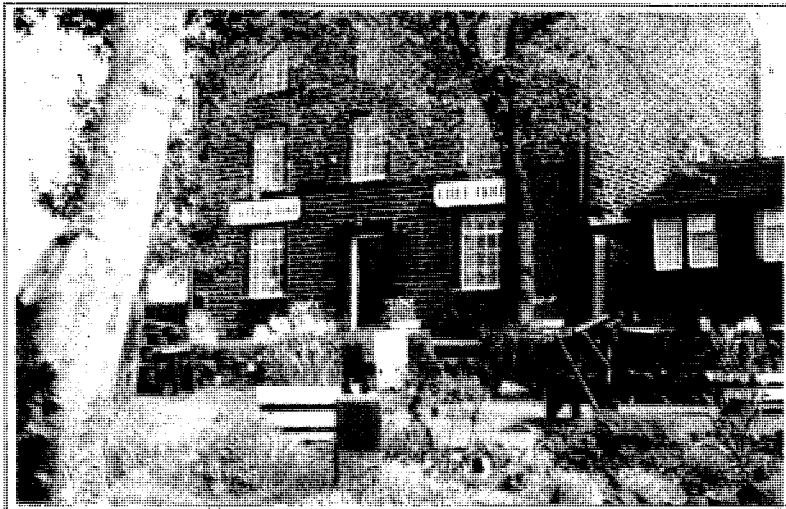
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92, 94, 95, 96, 97, 98, 99

PLEASE NOTE THAT CERTAIN ISSUES ARE NOW REDUCED TO SINGLE COPIES ONLY - SO, FIRST COME, FIRST SERVED!



FORTHCOMING EVENTS - 1991/92

WEST SIDE

- Wed., December 11th General Meeting at the Tollemache Arms, Mossley.
- Wed., January 8th Steve Hughes (Tameside Planning) & Nick Andrews (Oldham Planning) on canal restoration in their districts, Tollemache Arms.
- Wed., February 12th General Meeting with Steve Whitby discussing the Staley Wharf Project, Tollemach Arms.
- Wed., March 11th An audio-visual presentation "From Mintballs to Abbey Halls" by Elizabeth Fowler & Dennis Needham, Cross Keys Inn.
- Wed., April 8th General Meeting, Tollemache Arms.
- Wed., May 13th Inspection of restoration works, Diggle Flight & canal walk, meet at Lock 31W, Ward Lane, Diggle, Saddleworth, 7.45 - 8.00pm.
- Wed., June 10th Boat trip to Wool Road on Pennine Moonraker, meet at Uppermill Museum car park, 7.45 - 8.00pm

EAST SIDE

- Thurs., December 12th Family Party Night with Buffet, 7.00pm start, admission FREE.
- Thurs., January 9th "Canal Enthusiast on a Bike"; a slide presentation by John Sully.
- Thurs., February 13th Report on restoration progress by Frank Smith.
- Thurs., March 12th Slide Presentation.
- Thurs., April 9th Internal Society quiz.
- Sun., April 19th Trip to Ellesmere Port, depart 9.00am; special activities at the museum.
- Thurs., May 14th Lace making.
- Sun., May 17th Towpath walk, Aspley to Linthwaite (4 miles, easy), meet at Poly car park, 2.00pm.
- Thurs., June 11th Barbecue
- Sun., June 21st Boat Lane walk over Standedge (4 miles, moderate), meet at Tunnel End, 2.00pm

N.B. All meetings commence at 8.00pm, unless otherwise stated
All East Side meetings take place at The Wheel, Golcar, Huddersfield

