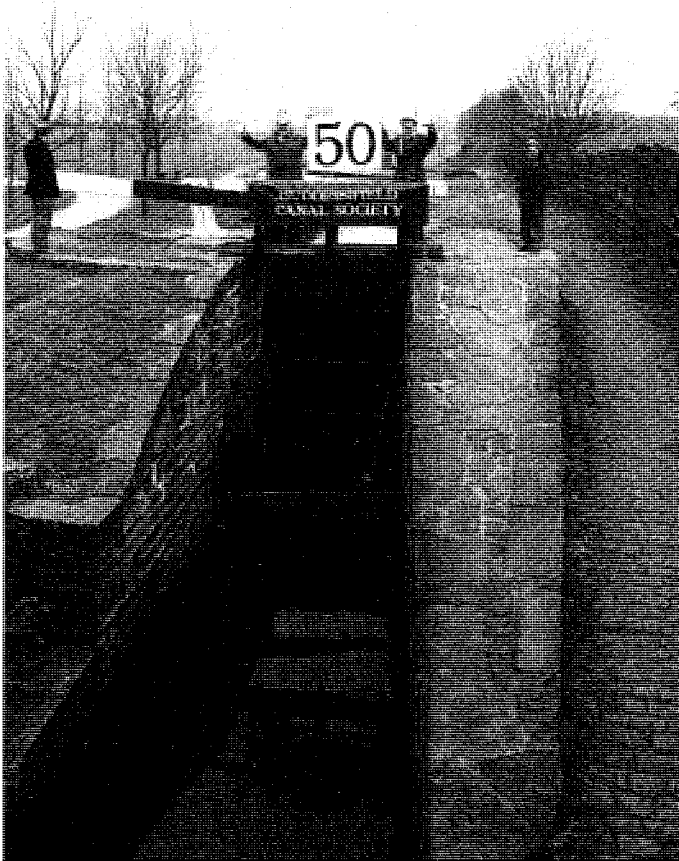




Pennine

No. 101

Spring 1992



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NON-COUNCIL POSTS

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<i>Membership Secretary</i>	Mrs Jo Young	Huddersfield Canal Society Ltd., as above

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IN Pennine Link this month, it is reported that the 50th lock to be restored has had a 'capping out' ceremony. 50 locks out of 74 are now restored; that's 67.567567% according to my idiot box, or two thirds complete in round numbers. But it's not quite as simple as that. In this mathematical equation, no account has been taken of the work involved on each lock, which can vary from removal of concrete capping and infill, to complete rebuilding. However, I do not want to take the gloss off the event. It is a great point to have reached, and ably demonstrates the drive and determination to achieve through navigation. Congratulations and well done to all involved.

What did you think of the last P'Link? A4 size, colour, excellent print quality, and now completely sold out. That, of course, was a Special Edition and we cannot afford to continue with that level of expenditure at this stage. So, we're back to A5 and mono colour, but are not letting go of the quality. I must thank Bob Gough at the HCS offices for his sterling work on the computer, setting script, graphics and layout, for his liaison with the printers and for seeing the job through. Very welcome assistance, and in Bob's parlance 'Great stuff'.

The running of the Society is continually being altered and updated to improve efficiency and cut out wasted effort. One of the latest moves is to raise the profile of Loxvend, the sales company within HCS. A new, purpose-built sales caravan is planned, and under the control of sales team leader, Gay Quilter, it is hoped Loxvend will be able to attend many canal and non-canal events in the region. Goods on sale are to be appraised and displayed to the best advantage. Obviously the same people cannot be expected to be out every weekend, so to alleviate this problem, Gay has recruited a team of helpers. That doesn't mean there is no room for anyone else, however. More help is always welcome, and if you can spare the odd hour or day and wish to get involved, please contact Gay on 0457 872526. You will be most welcome.

Also under the control of Loxvend is the boat operations under the wing of Bob Maycock. Boats are running at Ashton and Marsden, and pressure is being applied to start trips into Standedge Tunnel. Certain safety work has to be carried out first, and a suitable boat designed and built, but it is all in the melting pot and hopefully will not be far off.

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As you will read in Keith Gibson's article, the pace of restoration has slowed down while we wait for certain agreements to come to fruition, but this does not mean a reduction in commitment or resolve, the people on the sharp end of the digging and fettling are still hard at it and ready to move into top gear when the time comes. I shall keep you fully informed.

Finally, don't forget that now is the time to be planning your Summer breaks and that our two major Festivals are well into the planning stages. Ashton on the weekend of 10th, 11th & 12th July, and Huddersfield on the 5th & 6th of September, the weekend after the IWA National at Wakefield. So we expect to see a lot more boats at Huddersfield this year and hence a bumper Festival.

Have a good waterway season.

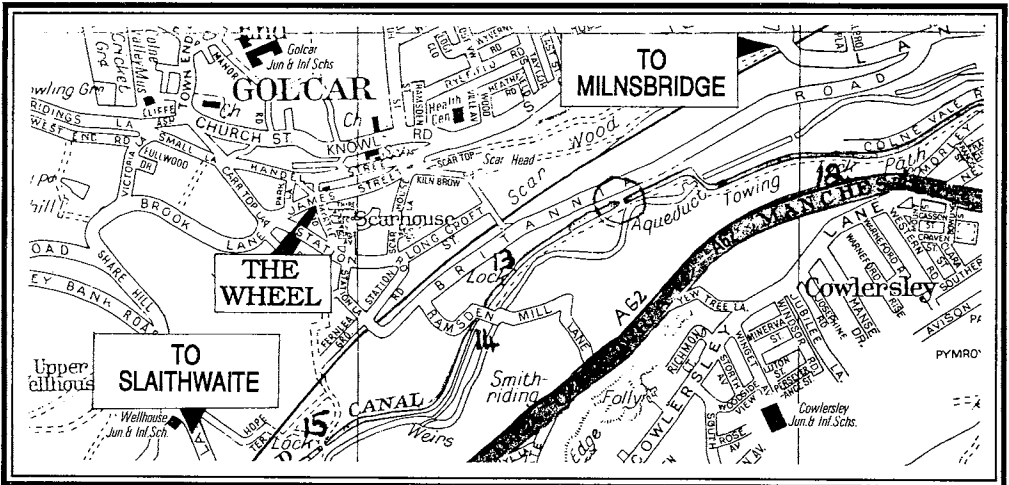
ALWYN OGBORN

Cover Photo: 50th Lock celebrations at Ward Lane, Diggle; A. Ogborn

The Wheel at Golcar ...

Society meetings on the East side take place at The Wheel public house in Golcar.

A number of members have experienced difficulty in finding the establishment, so here is a little map to assist their orienteering!



A synonym is a word you can spell,
used instead of a word you can't



I was pleased to share the celebratory 'topping-out' ceremony of lock 50 last month with Geoffrey Dickens, MP for Littleborough and Saddleworth. The accolades go to Trevor Ellis and his team for restoring the 50th lock in what can be inhospitable country. The photograph on page 25 shows Geoffrey, HCS members, Phil Barton and Ian Fullerton looking pleased with themselves. We weren't really; the 'smile' was a grimace. I have never experienced such cold as we posed for various press photographers. Geoffrey praised the efforts of HCS and stated that we need boats sailing into the Lock very soon to realise the full benefits of restoration.

Keith Gibson reminded me recently that Geoffrey Dickens was the first person to respond to the Society's plan issued in the early Eighties to restore the Marsden - Slaithwaite section. His enthusiasm and support is welcomed. Should our present grant applications be successful, the restored Narrow will repay your faith in us. Your ministerial colleagues will be proud of a new National asset.



Photo: A. Oghorn

'Cheers!'

Geoffrey Dickens, MP and Society Chairman David Sumner toast the 50th lock to be restored, at Ward Lane, Diggle.

However, we are not there yet. We know that the Department of the Environment (North West), via Oldham and Tameside Councils, are considering our bids. We now hope that the Yorkshire region will consider bids via Kirklees for Slaithwaite and Huddersfield. The Department is most impressed with progress to date and with the quality of work undertaken by volunteers and HCS Restoration Ltd. They have pointed to private sector financial support as being a key element in considering further Public Sector funds. Our fundraising activities and high profile, with the help of stars such as David Essex, Thora Hird and David Bellamy, must continue. The Local Authorities' commitment is only hampered by a lack of funds and British Waterways' contribution can only be modest because of the canal's present legal status. However, 1992 promises to be a milestone year again.

I welcome new members to our campaign and am especially heartened by the operation and organisation of our trip boats led by Captain Bob Maycock. To members who wish to help the campaign in a practical way such as assisting Bob or our team at Mossley Road please contact me or Frank Smith and we will be pleased to explain the many ways in which you can help.

Last issue was a retrospective look at the Society and the canal since 1974. The Editor has asked me to look forward in this Issue - so here goes.

David has let his mind wander free with this tongue-in-cheek look into the future. Inspired guess work or pure fantasy? It is all possible and food for thought. My suggestion for through navigation celebrations are a huge boat rally at Marsden and Diggle with shuttle boats running through the tunnel and a walkable information trail over the top. Ed.

1997 Tunnel trips begin when the two electric boats, The John Crowther and The Leslie Preece, meet in the centre of Standedge Tunnel. The operation, one-way through trips, is improved by the now electric train service with stations at Uppermill - to meet the restored Delph Donkey leisure line, as well as Diggle Station which opened in 1995.

2000 The canal opens to through navigation (Suggestions for celebrations please, Ed)

2002 Through navigation wins the canal the Year's Best UK Tourist Attraction award.

2005 After 5 years of river navigation in Tameside, the opportunity arises to reopen the original route through Stalybridge and an imaginative shopping and leisure scheme around the new canal basin in Armentieres Square is opened. Electric boat charging points on the canal in Saddleworth and Slaithwaite are removed as all electric boats now rely on solar power.

2010 Parking problems in the Upper Colne and Tame Valleys disappear as weekend visiting throughout the year and throughout the week in the Summer season is by train and boat only.

The Huddersfield and Rochdale Canal Societies sponsor a cultural extravaganza week in Uppermill and Hebden Bridge to celebrate the fifth anniversary of the re-opening and linking of the two canals. There is the first performance of the (Northern) Ring Cycle by Wagner at the new Saddleworth Opera House and Cultural Centre recently opened adjacent to Dungebooth Lock. The National Brass Band Champions, the Dobcross Silver Band, led by the brilliant cornet player Miss Catherine Whitby, complete a waterborne tour of the two canals, with a specially arranged performance of Mahler's Resurrection Symphony.

2015 Commercial traffic on the now broadened Rochdale Canal is so intensive that the Huddersfield Narrow becomes heavily congested with leisure boats. A new reservoir is envisaged to augment water supplies until the new lock by lock solar powered back-pumping system is fully commissioned by the new navigation arm of the National Rivers Authority.

2050 A madcap scheme is proposed by Naomi Tewson, Brian Minor's granddaughter, now HCS Chairman, to reopen the M62 as a vintage lorry and car route. It is launched after a radio retrospective reminded her of Brian Redhead's 'Friends of the M6'. The

M62 Restoration Society applies for, and is promised, a Derelict Land Grant.

2100 As the climate north of Latitude 51°N resembles the Mediterranean of 1992 and vice versa, thousands of Spanish tourists arrive in Huddersfield and flock up the canal to Standedge. Sherry louts shatter the peace of Marsden.

The Ashton Canals Festival is cancelled as the new Regional Government decrees that July 13th & 14th will be the only annual two days of work.

Can anyone suggest a different scenario?

DAVID M SUMNER

VOLUNTEERS AT DIGGLE



THE recent progress at Diggle has been recognised with Lock 31W being the site of the '50th Restored Lock' ceremony on the 24th of January. A colder day for the event would have been harder to find, and I for one was glad to be there for a brief visit rather than the usual Sunday working date. I will avoid any further detail in this article as I feel sure that our Editor, who was present with camera, will be giving a full account elsewhere.

Most of our work recently has, of course, been on the other lock at this site, 32W. The alternately cold and then very wet weather coupled with the Christmas holiday has delayed building operations somewhat.

We did manage some work on our plant, including changing the crane cable in torrential rain, but attempting any building would have been pointless in the conditions.

Following the first two working weekends of 1992, the lock chamber is looking substantially complete. The work which remains to be done includes rebuilding the section beneath the site of our temporary access bridge, and also the cutting of a recess for the ladder. Backfilling of the lock wall is probably best left a while due to the short days and uncertain weather which make obtaining extra plant risky.

Our future working dates are as follows:

March 29th

April 12th

May 3rd

June 7th

May 17th

June 14th

May 31st

June 28th

Further information can be obtained from: Trevor Ellis (0484) 534666

Pennine

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DERELICT LAND GRANT



FOR many years I have looked at the Derelict Land Grant scheme and wished it was applicable to the restoration of the Huddersfield Narrow. Because, unlike other sources of grant aid, it covers 100% of allowable costs it would permit the Society to use its limited funds towards overcoming the major problems we face (at Stalybridge or Slaithwaite, for instance) and in bringing forward work on Standedge Tunnel.

With the demise of Community Programme and the failure of Employment Training both the Society and Kirklees have been paying the costs of full-time workforces. The slowing of the work rate last year was an inevitable consequence of that. Our ability to consider big schemes both in financial and manpower terms was being hampered by the need to concentrate on what we have come to see as the day to day work of lock restoration, dredging, washwall rebuilding and towpath works.

In June last year the Department of the Environment published a new Derelict Land Grant Advice Note which set out changes to the priorities and objectives of the Derelict Land Grant Programme. Although the previous policy of directing Derelict Land Grant to the Inner Cities and reclaiming land for development purposes was said to have made a major contribution, dereliction was not confined to these areas and the cost of reclaiming land for development was often high. The Government had, therefore, decided to revise the priorities to allow greater flexibility in project selection. These new priorities would allow a greater level of grant-aid to be given to schemes intended to improve the environment including improved facilities for public relaxation or recreation or aimed at nature conservation and historic conservation. Reclamation for amenity use or environmental improvement could be supported when such a use was designated to enhance the attractiveness of the area for investment or as a place in which to live and work.

Mike Thompson's eyes lit up! My eyes lit up! What more obvious candidate than a derelict canal whose restoration is acknowledged as bringing significant environmental and economic benefits! Even better negotiations, in Oldham and Tameside at least, would be with the Department of the Environment's North West Regional office in Manchester with whom we had formed a very satisfactory working relationship through the E.R.D.F. applications.

I will not bore you with the details of the subsequent discussions that Mike Thompson had with the D.O.E. head office on Marsham Street, nor will I bore you with details of similar discussions East side. What you want to know is the outcome! Well bear with me a little longer - I am getting there!

Fairly early in negotiations we felt restoration work on the canal was likely to be eligible for Derelict Land Grant. Indeed during the course of discussions the head office of the D.O.E. produced a guidance note on the use of Derelict Land Grant for canal restoration which was widely circulated by the Inland Waterways Association Restoration Committee. This quite clearly said that canal restoration to navigable standards was eligible and set out various tests, one or more of which must be met for acceptance in principle. These criteria could have been written specially for the Huddersfield Narrow! The note said that work which may be considered for grant includes the clearance of obstructions and vegetation, dredging,

stabilising channels and banks, repairing locks and bridges, making towpaths useable and accessible etc. Even work to replace bridges or culverts or to raise the headroom of existing bridges in sound condition could exceptionally be considered if the D.O.E. was satisfied that the work was essential to provide continuity of navigation and the scheme as a whole represented value for money.

At that stage two big hurdles remained before I felt satisfied in my own mind that we should have some success with Derelict Land Grant applications. First of all assurance is required that the canal when reclaimed will be properly maintained. Tim Rouledge of the D.O.E. Regional office confirmed my opinion that the Society did not have any 'ownership' of the canal and so was not directly eligible for grant. He thought, however, and later confirmed in writing, that the Maintenance Agreements entered into between the Local Authorities and British Waterways were sufficient to enable grant to be paid to Oldham & Tameside.

We were then asked to produce a costed 3-4 year rolling programme of work. Steve Whitby had already burnt a great deal of midnight oil in preparing for this and was able to produce a programme quickly. The costs were vetted informally by Pete Rawson of Tameside Engineers and myself and subsequently agreed formally as ones Tameside and Oldham could put forward. We sent the programme to the D.O.E. and met again at the end of November, when we were told that the programme should clear the second big hurdle - the D.O.E.'s value for money assessment.

At this point I must give the Health Warning that I have been stressing whenever I have talked about Derelict Land Grant, and which has caused the Rochdale Canal Society a certain degree of anguish after the premature release (not by the Society, I understand) of news of a very large grant towards restoration of the Rochdale Canal. Point one is that there is no such thing as an approval in principle for a programme of works covering several years. Each part of the programme will have to be considered in detail as an individual submission, and

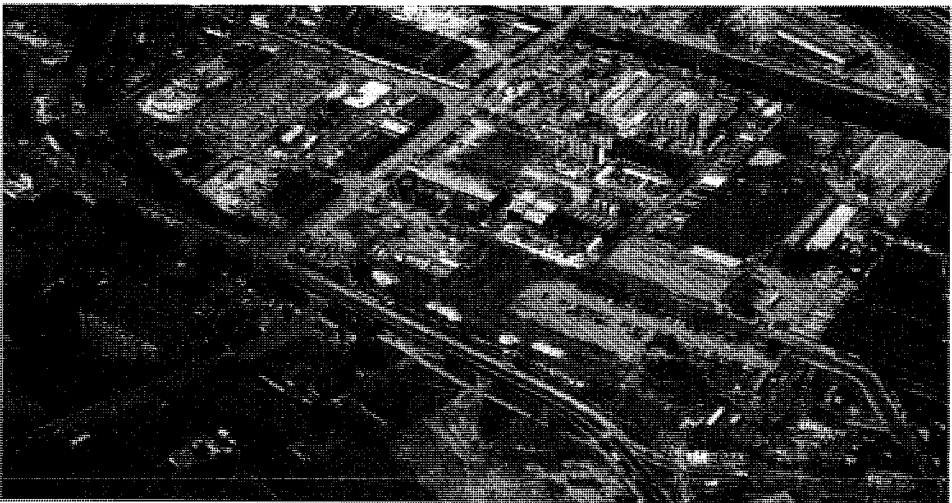


Photo: R. Gough

Derelict Land at Staley Wharf, Stalybridge? Don't take it for granted!

submission will be made at various times by the Local Authorities as part of their rolling programme of reclamation work. Although I hope it is unlikely to affect a programme of work that is underway, it is quite possible that priorities for Derelict Land Grant will change again during this period. Secondly, we will have to satisfy the D.O.E. that all items of expenditure put forward are eligible for grant and the costs are reasonable. I would be very surprised if everything we put forward is accepted without question. This will include consideration as to whether tendering procedures can be avoided to allow the Society's workforce to be automatically awarded certain tasks on the basis that no other body (except possibly British Waterways) has suitable experience and equipment to carry out the work.

I have made the mistake of publishing proposal work programmes before only to end up with egg on my face (C.P., E.R.D.F. applications etc!). I do not intend to fall into that trap again. Suffice it to say that the programme put forward would see restoration of the West side of the canal complete, except for the thorny problem of Stalybridge Town Centre, at a total cost at 1991 values of rather more than £3m.

The next step is to obtain the formal approval of British Waterways and discuss with them any costs they may wish to be considered in addition to the Society's and the Local Authority's costs.

The first applications to be submitted are to be for:

- (a) Lock 12W - site investigation work.
- (b) Hartshead Infilled Section - site investigation work.
- (c) Staley Wharf - site investigation work (including a proposal to reclaim a nearly derelict quarry at Quarry Street by disposal of surplus material, with the hope of work

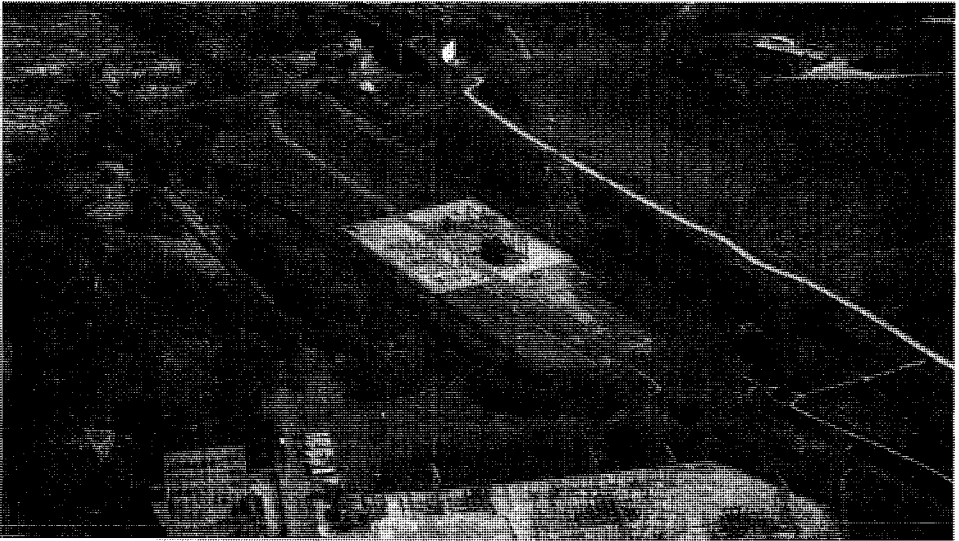


Photo: R. Gough

The Hartshead infill. All duck; the reinstated canal will pass under the pylon!

commencing in 1993 provided Tameside's negotiations with I.M.I. who lease most of the site are concluded).

- (d) The four lowered or infilled bridges in Saddleworth - site investigation.
- (e) Dredging, towpath and washwall work between Grove Road and Scout Tunnel.
- (f) Dredging, towpath and washwall work between Lock 13W and Division Bridge.

If all goes well, these should be followed by a series of applications for grants beginning with further applications for dredging, towpath and washwall work, for the restoration of the Diggle Flight of locks and for the actual construction work on the first of the Saddleworth bridges (Manns Wharf).

I have said nothing about Derelict Land Grant east of the Pennines because discussions continue between Kirklees and the Yorkshire and Humberside Regional office of the D.O.E. (who, like all of the regional offices, set their priorities according to local needs) in which up to press the Society has had no direct involvement. Whether such involvement is desirable or necessary I will let others judge.

Keep your fingers crossed, and watch this space!

ENVIRONMENTAL GRANTS

THOSE with long memories may recall that for a time Frank Smith and Mike Thompson were 50% funded by a grant from the Department of the Environment. In September of last year Les Winnard had a letter from Colin Morris at Marsham Street inviting the Society to submit applications for the Environmental Grants scheme which has succeeded the scheme we received those grants under. This is a small scheme with a total of £1m available to encourage environmental work by voluntary groups. Support is available (50% grant) for schemes costing between £20,000 and £150,000 which are not otherwise grant aided, or in receipt of public funds.

Mike Thompson, Steve Whitby and myself had discussions with Kirklees, Oldham and Tameside in connection with this scheme, as a result of which we have submitted 4 applications:

- (i) Whitelands Canal Centre, the former lock keepers cottage alongside Lock 1W in Ashton. We are negotiating terms of a lease with British Waterways and subject to obtaining Planning Permission, this would then become the Society's headquarters allowing the release of the capital tied up at Mossley Road, assuming we can sell in the present property market.
- (ii) Wool Road Transhipment Warehouse, this was restored by Saddleworth Historical Society and is leased at a peppercorn rent by the Society from British Waterways with the intention of providing an 'outdoor classroom' facility mainly for use by the Tame Valley Wardens.
- (iii) The modification of Tunnel End cottages to provide a small office to act as a base for boat operation, and the provision of a specially built full size trip boat to replace

'Marsden Shuttle' - which would then move to a new base on the canal. This is the only part of the proposed Standedge Tunnel trip boat operation that could be available for grant from this scheme, because public funding will be an essential part of the operation into the tunnel.

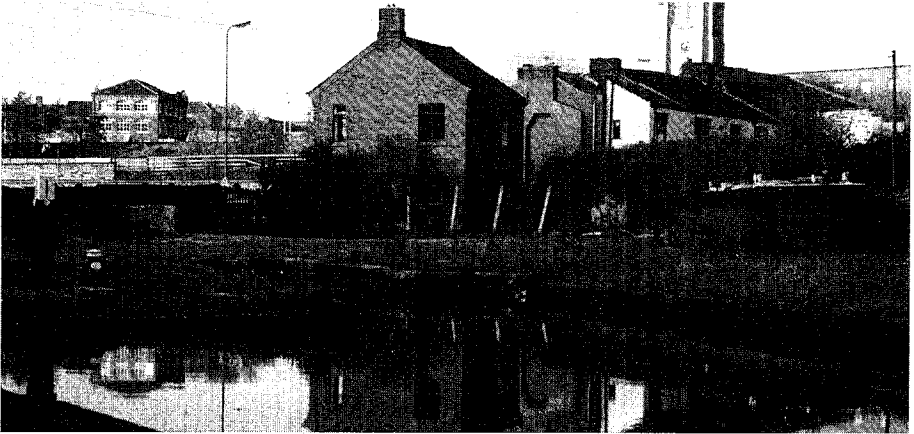


Photo: M. Braddock

The Lock Keeper's Cottage at Lock 1W

(iv) The removal of the Polytechnic causeway, and the replacement of the main sewer here by a pumped system under the canal. Kirklees are anxious to remove this obstacle to

navigation below Lock 1E as part of their Huddersfield Riverside strategy, but progress has been slow because of difficulties in identifying suitable means of disposal of the material at a reasonable cost. It had been assumed that costs would be split between the Society, the Polytechnic and Kirklees, but no actual agreement has been made and we see this as such an important step heading towards the major Huddersfield blockages that we would forego the Kirklees input if the Environmental Grant was available so as to increase the pressure for the removal of those blockages.



Photo: M. Braddock

The Polytechnic Causeway

Again, watch this space for news! In view of the limited funding available nationally, I have to say that we will have done well if only one of these applications is approved.

EMPLOYMENT ACTION PROGRAMME

EMPLOYMENT ACTION is a new Government sponsored special employment scheme, which I see as being a smaller scale successor to the Community Programme. Unlike Employment Training, no training is involved, participating employers simply provide work and the Government pays those taking part in the scheme an extra £10 per week over any benefits they receive.

Although a small dedicated workforce has been much easier to manage than the large numbers of people who were involved in those earlier schemes, additional workers would be very helpful to the Society particularly for labour intensive work such as repairing washwalls and towpaths. We have, therefore, accepted Central Manchester TEC's offer of up to 25 workers under 'Pathway', their version of the Employment Action programme.

RESTORATION PROGRESS

AS I said in the last issue, actual progress has been much slower of late. You will appreciate now that a prime reason for this has been the Derelict Land Grant negotiations. Grant is not payable on projects already commenced. The delay in obtaining a Waste Disposal Licence for the dredgings disposal site alongside Milton Mills at Mossley, for which we obtained planning permission last year, has prevented the programmed dredging work from continuing. Although the hired British Waterways dredger remains on site those of you who so generously contributed to the appeal for funds last year will be pleased to hear that the Society has not paid hire charges whilst it lies idle. Tests have been carried out on the silt to be removed from the canal (thank you, British Waterways for arranging this), and I hope these will satisfy the Waste Disposal Authority, and they will grant a licence†.

Despite the decision not to commence another major task, the Society's workforce has been far from idle - fitting a handrail to the towpath through Scout Tunnel and clearing silt and builders rubble from lock chambers. It is the intention to start work on towpath and washwall work funded by grants made to the Society by various charitable trusts (about £4,000), by a grant of £5,000 from the Civic Trust, and £5,000 worth of materials from Stalybridge Rotary Club, hopefully using Employment Action workers.

The progress of work in Kirklees has been equally slow. It had been intended that the basic lock restoration and dredging work would have been completed part way through last year and as a consequence, the capital budget was much smaller than in previous years. In the event, problems have arisen at two locks involving the sort of expensive rebuilding the Society's workforce has become used to on the other side of the hill. What this means in terms of a budget overspend, or the completion of the programme is not clear to me at the moment, but in view of the tightness of local government finance, I would be surprised if further finance is available into 1992/93. I would not be at all surprised if Kirklees did not look towards Derelict Land Grant, or the Society to complete the remaining work. Again, watch this space for news of developments.

KEITH GIBSON

†*STOP PRESS* - The silt samples have been given a clean bill of health and the Waste Disposal Authority have granted a Tipping Licence (Feb 1992).

Pennine LINK

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COMMITMENT to re-opening of the Huddersfield Narrow Canal is on a much broader and solid base after a year of exciting achievement, said the Leader of the five-pronged group spearheading the restoration drive.

"The doubts have now disappeared - this historic canal will be re-opened and become a valued part of the country's waterways network, bringing major benefits. The only question which remains to be answered is when"; said Councillor Les Preece of Kirklees, retiring chair of the Huddersfield Narrow Canal Joint Committee.

The Committee consists of representatives from Tameside, Kirklees and Oldham Councils, British Waterways and the Huddersfield Canal Society. In handing over the Chairmanship to Councillor John Crowther (Oldham),

Councillor Preece said he was delighted with the progress over the last twelve months.

The number of locks restored had now reached 50 - over two thirds of the total. On the Yorkshire arm of the 20 miles long trans-Pennine canal, only major blockages remained to be dealt with. There had been many areas where positive progress had been achieved, including the planning of a slipway to allow trail boats to cruise on a restored stretch of canal at Slaithwaite.

In Lancashire, a project at Staley Wharf, Stalybridge, had been launched which would allow boats to cruise into the town centre, with resulting benefits. This would be linked to a scheme to divert the canal via the River Tame. And a trip boat operation at Uppermill continued to be a popular amenity.

Councillor Preece said that as a partner in the Joint Committee, Kirklees was prepared to make £30,000 available towards the cost of renovating a half mile stretch of the historic Standedge Tunnel, ready for boat trips from Tunnel End, Marsden,

"There is no doubt that this will be a major tourist attraction. Cash earned from the tunnel trips could be ploughed into further restoration and environmental improvement work.

There is still a very long way to go before the dream of complete restoration becomes a reality. But with past achievements and firm proposals for the future, the time for U-turns has long since passed. There may have to be detours, but I am confident that we shall reach the end of the restoration road, hopefully by the turn of the century"; said Councillor Preece.

He was pleased not only with the progress which had been made on tangible restoration work, but also with the way in which doubt about the reality of re-opening had disappeared.

"I sense a growing feeling of excitement about this project which is surely in top place in the country's league table of waterways restoration schemes - and there are over 90 Nationwide. It is creating a more pleasant environment, providing an amenity and will ultimately mean many worthwhile jobs.

He hoped that more cash from the private sector would be attracted into canal-related schemes.

"Developments along the canalside have proved to be very viable.

We are seeking funding from all possible sources. Sponsorship is helping, and money has been made available from Europe. Now I give a warm invitation to businesses on both sides of the Pennines. It is 'come and join us'. It is a very worthwhile investment which will pay off. You have the chance to preserve our heritage and write a chapter in the history of a unique waterway."

Councillor Crowther agreed that the year had been a satisfying, but difficult one.

"Real progress has been made and I hope this will continue";

The possibility of boat rides into the tunnel from Marsden was a major step forward.

"We want to see similar rides from the Diggle end and we will be looking at ways of achieving this";

LAST year, the 'Toepath Walk' was held once again between Marsden and Longroyd Bridge after an absence of 8 years. The event took place on Sunday October 6th in beautiful Autumn sunshine. We were delighted that Graham Riddick, MP, David Sumner, HCS Chairman and Peter Fairhead of Classic Gold Radio were there to see off the intrepid walkers.

Although the number of walkers was only 87, the level of sponsorship was exceptional and with profits from the brochure advertising, a net profit of £1,400 was realised and presented to HCS. Special thanks must go to the prize winners whose participation was excellent. Tony Garside, an HCS member, was the most sponsored individual, persuading friends and colleagues to part with £150 sponsorship money, whilst the most sponsored group was Ian Lister's Huddersfield Technical College students who raised a total of £1,108 with half going to HCS.

I would like to take this opportunity to thank all the members of the Toepath '91 committee for the efforts they put in up to the event and on the day itself. We have already decided to repeat the walk, and this year it will be held on Sunday 4th October.

All HCS members please note the date in your diaries as we would love you to join us and at the same time update yourselves on the progress being made on the East side.

Finally, we would welcome extra people on the committee, which meets regularly at The Railway, Marsden. If you are interested, or can offer any help at all, please contact me on 0484 607668.

RICHARD BUSSEY



Pictured here are the top money raisers for the Toepath '91 sponsored walk held on 6th October 1991, being presented with their trophies, together with Trevor Ellis receiving a cheque for £1,200 for the restoration fund. The final total raised was £1,400.

The award for the most sponsored walker went to Tony Garside (left). The group which raised the most cash was the Huddersfield Technical College Travel and Tourism students' team (next left) - Ian Lister, Annis Hirst and Leigh-Ann Whitwam represented the team.

Presenting the shields is Toepath '91 co-ordinator Richard Bussey (second right) with Canal Society Vice-Chairman Trevor Ellis.

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

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**TOP
LOCK
MARINE**



M.D. & A.M. Allcard

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Bernhard Weiss, Florianweg 57, 4180 Goch. 04.10.1991

"Dear Alwyn!

In the last edition of "P-Link" (99) you asked to hear something from the overseas - members of the HCS. Now - here I am and I would like to introduce myself as an addict to boating on english canals. You even might have seen me before as "Middlewich Narrowboats" used a picture of my family and me in some advertisements some time ago.

Today I would like to contribute to the next edition of "P-Link". Perhaps you and the readers of the magazine might find it interesting to read about waterways outside England. I am enclosing a little text and some photographs which you might like to transform into a regular article. You might find it for example necessary to translate my "English" into plain language."

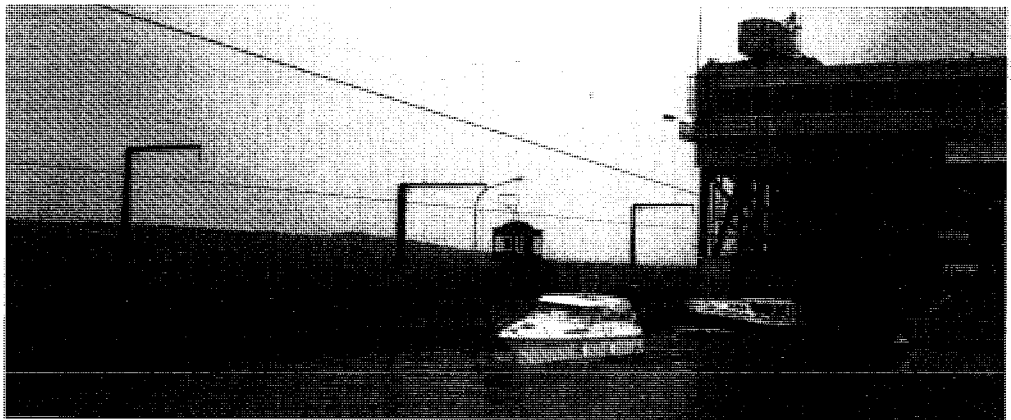
This is our first letter and photo's from an overseas member. Your English is excellent Bernhard, I reproduce it exactly as written and let readers judge for themselves. Ed.

With the German reunification or "Wiedervereinigung" much attention was drawn to the situation in the former GDR which is now open to the ordinary traveller - although it is still much of a foreign country even to us Germans living in the west. It is only slowly coming to our minds that these are some of the German heartlands we have now access to.

When travelling through the east you might get the impression that time has stopped shortly after 1945 with roads, factories and houses in sometimes desperate condition. On the other hand valuable things have been preserved that have fallen victim to the "modern times" in the western part of Germany in the years after WW II.

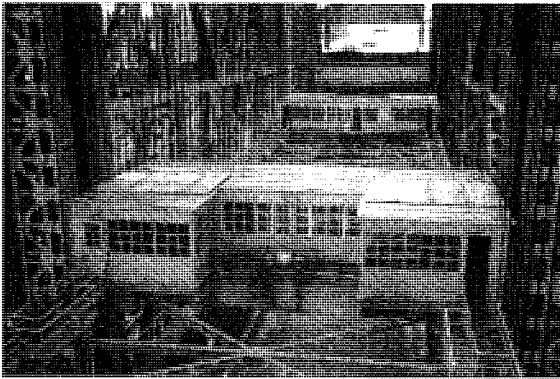
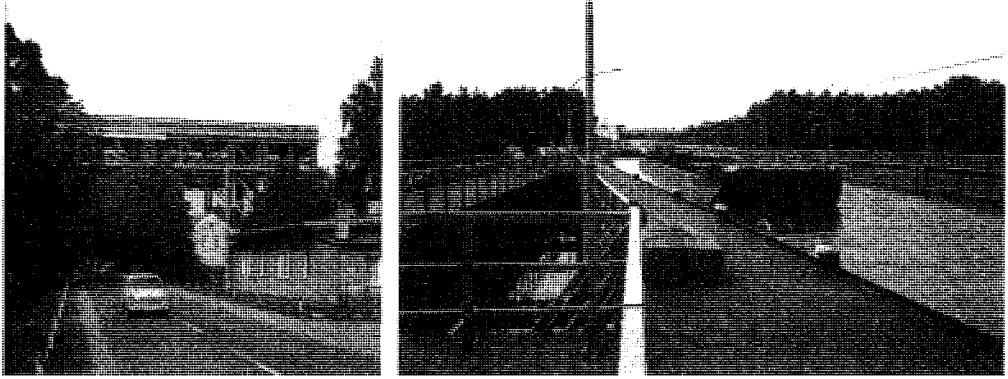
One of the things preserved are the inland waterways with navigable rivers, canals, superbly cept locks, swing-bridges etc. Who would think of a "Venice of the East" when he hears of Berlin? In fact the amount and length of navigable waterways in and around Berlin is surprising.

This summer I took the chance to visit the "Oder-Havel-Kanal" with the impressive boat-lift in Finow and the older and smaller "Finow-Kanal" running parallel to the former.



A cruiser and a trip-boat leaving the lift at the upper approach. The electric tractor in the back was used to drive unpowered craft in and out of the lift. It was in use up to 1978.

The boat-lift was build between 1927 and 1934. With its completion it replaced a staircase of 4 locks. The lift-chamber is 85m long, 27m wide and 2,5m deep. It lowers the Oder-Havel-Kanal down 36 meters. The lifting process takes 5 minutes.



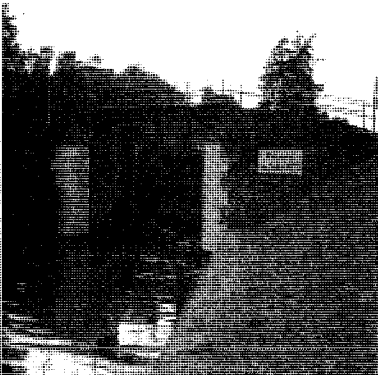
Top Left: A view of the boat-lift. In front you see a "Trabant" car, the "Volkswagen" of the east.

Above: A launch (or how you might call it) entering the lift to be lowered down to the level of the river Oder. The launch is on its way to Poland.

Left: The same launch being lowered inside the lift.

Below Left: A lock on the Finow-Kanal. The inscription says: "Completed in 1877". Although wider in dimensions the layout of the locks show a strong resemblance to locks on english canals.

Below: The same lock - well kept. The locks features as "modern" items steel-gates and a steel-bridge plus electric paddle and gate-gear.

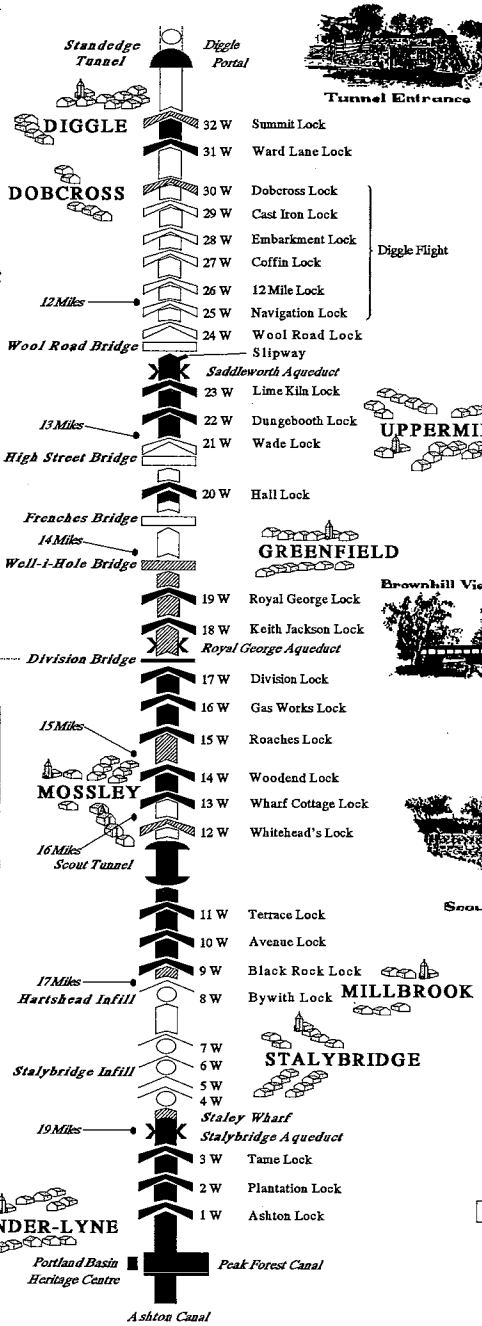
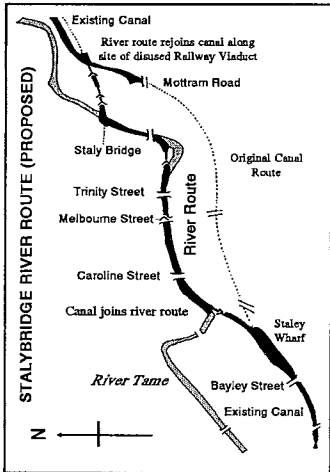


Photos: B. Weiss

Huddersfield Narrow Canal

West Side

Restoration Progress
March 1992



Legend

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



Diggle Flight



NOT TO SCALE

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 Family Membership
 Pennine Passage

(A) Name of RECIPIENT Mr/Mrs/Ms
Address
Post Code

(B) Name of SENDER Mr/Mrs/Ms
Address
Post Code

Short, message to be included (i.e. Happy Birthday, Mum with Love from John etc.)
.....

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Walkers' Guide to the Lancaster Canal £4.95 + 0.70 p&p
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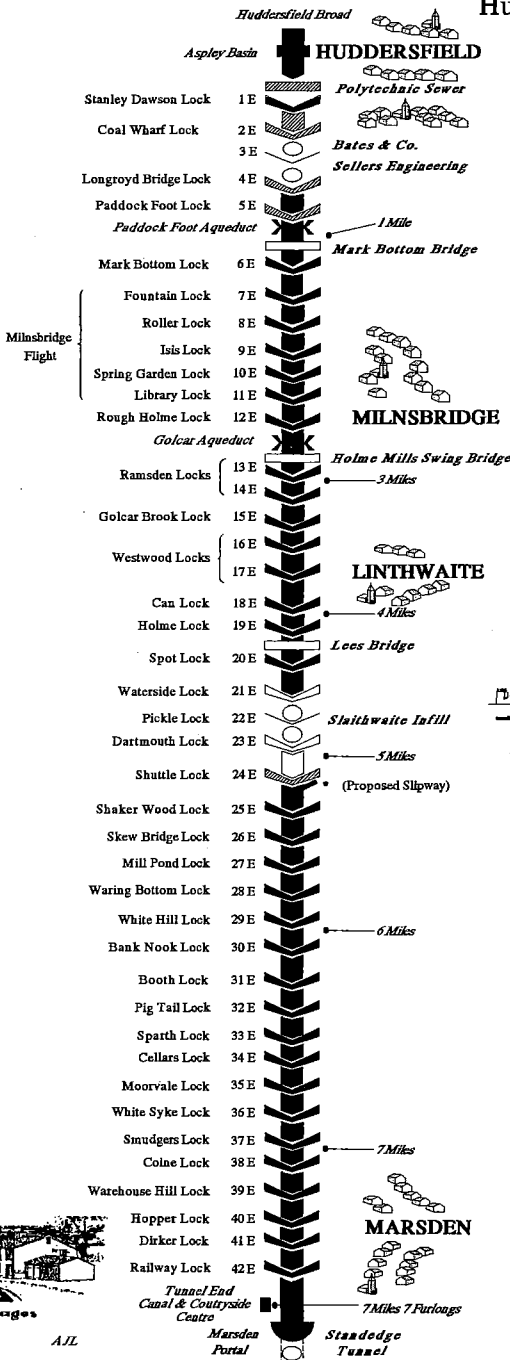
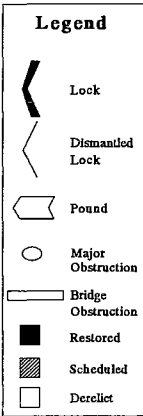
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Huddersfield Narrow Canal East Side

Restoration Progress
March 1992



AJL

NOT TO SCALE

Facts & Figures	
Built:	1794 - 1811
Length:	19.75 Miles
Engineer:	Benjamin Outram
Standedge Tunnel Length:	3 miles 409 yards
Height Above Sea Level:	645 ft

The dedication, skill and solid hard graft of both volunteers and paid workers involved in the Narrow restoration scheme was praised by MP Geoffrey Dickens at a unique ceremony at Diggle's Lock 31.

Representatives from HCS, British Waterways, the Mersey Basin Campaign and local authorities braved biting cold weather to mark the big Five-O - in other words, the completion of the fiftieth lock restoration. And Mr Dickens, a firm supporter of the restoration drive, ceremonially 'capped out' the lock, helped by Chairman David Sumner.

Mr Dickens said that the ceremony vividly illustrated the commitment by many people to restoring one of the country's finest canals. Many individuals and organisations were involved. "But they have a common and very worthwhile aim - to see this canal reclaimed and become part of the country's waterways network again by the turn of the century," said the MP.

"Restoration will mean benefits for many. Not only users of the canal as a leisure amenity, and this is already happening, but also businesses on the line of the waterway. A restored canal will mean an improved environment and increased amenities, and will create much needed jobs."

Mr Dickens gave the history of restoration since 1981, when the campaign got underway with the ceremonial uncapping of Dungebooth Lock and said that there had been magnificent achievements since - but there was a long way to go before the ultimate aim was achieved.

The same view came from Mr Sumner who said that although the two-thirds mark in lock restoration had now been passed, there were other, major problems to be overcome in the shape of infilled, built over sections.

"But we are confident. We have long since passed the age of turning back and there



Photo: A. Ogborn

is, nationwide and regionally, a growing realisation of the value of a restored waterways. A prime example of this is the achievement of the newly opened Kennet and Avon Canal, winning a major award for tourism potential. Hopefully, one day the Huddersfield Narrow will be in the same league” said David Sumner, emphasising that the impetus had to be maintained and, hopefully increased.

“We must redouble our efforts, involve more people and organisations and keep up the drive to win backing, including the necessary financing, from all possible sources, to turn the dream of restoration into a pleasant, profitable reality,” he said.

Then, after the short ceremony, it was off to the Diggle Hotel where Mr Dickens gave a demonstration of practical support for the Narrow campaign - he bought a round.

ALEC RAMSDEN



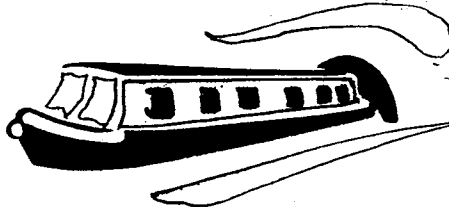
Photo: R. Gough

Braving the cold to celebrate the 50th Lock restored at Ward Lane, Diggle

Errata

Slapped wrists from Dave Finnis. The last issue of Pennine Link had an aerial photograph of the junction of the Huddersfield Broad Canal and the Calder and Hebble Navigation. It was stated that the River Holme joined the Calder under the railway viaduct. Apparently the Holme joins the Colne back in Huddersfield and continues to the Calder as the River Colne. The information printed was gleaned from the 1:50 000 OS map of the area and we are sorry for the mis-information. If this is the worst mistake printed we won't do too bad, it just goes to show we are human. Ed

Pennine *LINK*



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The Huddersfield Canals Festival photographic competition attracted almost 100 entries and judge Derek Widdicombe had a difficult job in picking the winners. The winning entries are shown below, together with Derek's comments on each photo.

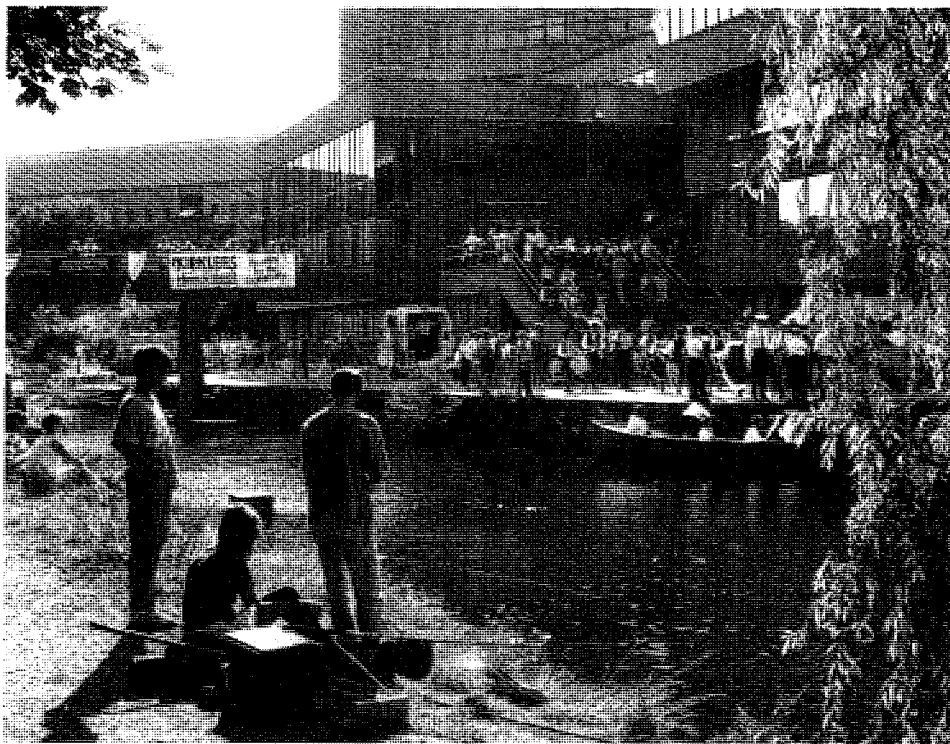


Photo: Philip Hoyles

"A well seen and taken against the light picture, well composed and printed. The concentration of the figures in the foreground, matches the diverse activity in the background".



Photo: R Fulcher

"Clever use of an against the light angle, giving depth to the blank white areas of their dress, and highlights the activity, particularly of the figures on the left. All caught at an interesting movement".



Photo: Roy Kirk

"I liked the colour composition with bright warm yellow and reds in the foreground, progressing through blues to a green 'distance', gives a good sense of depth".

The Committee would like to thank everyone who took the trouble to enter the competition and contributed to the fine display at Tunnel End; a great success and sure to be repeated next year!

Photo: D.Mitchell

"Nice diagonal composition, with a range of sized plates, culminating in the activity of the artist in the top right hand corner. The eye follows through this pleasing composition".





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A Saddleworth Festival

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Tamesid...

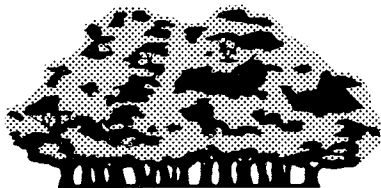
Cornet... Heart's Delight,
... - Jenny Jones
... Changes Everything,
... - Don't it make my brown eyes blue,
and the Saddleworth Festival Overture.....

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FESTIVAL CHAIRMAN, IAN FRANCE, WRITES ...

AFTER a few years of hard slog, the now renamed Huddersfield Canals Festival 1991 proved to be successful; not only from the publicity point of view, but also financially.

The Committee had worked hard throughout the year and also there were plenty of helpers on the day (these can be found in this copy of 'Plink'). Sponsorship had been hard to find with the word 'recession' mentioned in most phone calls. But one or two came up with the cash (and gave themselves recognition on the day) - well, if you can hold a microphone and there is an opportunity for self promotion, do it!

'Waterways for Youth' had been our first attempt at staging the Passport Scheme, which involved tasks of rowing, resuscitation, rope-throwing, conservation, JCB and tractor operation. Balloons were being popped very expertly on the JCB by what looked like 7 year olds!

Apart from stalls pinching a located site or two, all went well. I hope all the groups involved were inundated with requests to join them. I know the Health Promotions Unit who did the resuscitation are booked up for all their courses for the next 12 months!

Again, thanks to Chris Elson of Riverside Autos, Milnsbridge, Huddersfield, who sponsored the Passport Scheme. Anybody seen a W.F.Y. flag?

I'm looking forward to the 1992 Festival when we are hoping to have foreign connections.....

**'Joy ruled the day'. 'Labour without joy is base'.
'My script of joy'. 'Varieties, the source of joy'.**

I had thought of one of the above titles to sub-head my report of the Huddersfield Canals Festival, however, it would seem that messrs. Dryden, Russell, Raleigh and Gay had used the phrases before, so I shall use something propounded by a lesser-known exponent of the English language and just quote "Bootiful".

After the panic of the Friday night, which entailed trying to pitch marquees on to tarmac, collecting tables and fighting against the fast-descending darkness we thought we had 'cracked' it. However, at first dawn we were faced with fifty traders queuing to get in. Quite a spectacle as they trailed back twice round Brockholes roundabout!

Once they were all tucked in and nicely settled we sat there rubbing our hands waiting for the great British public to arrive. Slow to start, but, thanks to the excellent weather, they soon began to drift in.

With advanced publicity for the Festival Photography Competition, cameras were clicking abundantly. There were just on 100 entries over the weekend with some excellent photos of the Festival. A 'must' for next year, with perhaps some cameras to be won, as well as the excellent prizes this year. A hearty thanks to all who donated.

The V.I.P. cruise went off without a hitch (I've never seen such a gathering of Moss Bros. suits at one venue! - take note, Moss Bros., the Committee want kitting-out next year).

AN unexpected advertising gimmick was the sudden departure of a whole bunch of balloons. At about midday on the Saturday, they decided that they missed their home in Ashton and took off. Will our new Society members from New Zealand please keep a lookout for them, as they were not trained to find their way home!

Waterways for Youth then got underway, and has proved a great success. The youth of today were really enthusiastic; it's a pity that a minority give them a bad name. Another 'must' for next year.

Our non-stop programme of entertainment was so successful that it overtook us. Artists were ready to start before the others had finished. Consequently we nearly ended up with the Punch & Judy man playing third trombone and the clown dancing with the Morris Men!

Come the evening, the barbecue did not prove as much a success as we had hoped, as the many boaters who were there had planned their own; you can't win them all.

The same can be said about the entertainment in the Poly on the Saturday evening. Gary and Vera Aspey were at their best and those who came thoroughly enjoyed themselves. However, as they were not well known to most people, a lot didn't give them the benefit of the doubt. A pity, as until people had seen Mikron for the first time, they could have said the same.

Sunday started well. The yellow thing was still in the sky and surrounded by a massive expanse of blue (the balloons had not returned though). Cameras clicking, music playing, dancers dancing, steam railways steaming, clowns clowning and Punch & Judy performing or, better still, entertaining the little 'dears'. 'Our' Steve Whitby was there blowing his own trumpet (I never knew he had such big cheeks!).

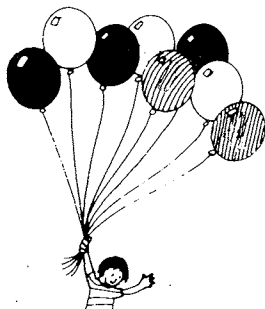
A good idea of the Committee was to hold a traders and stall holders only free raffle. This proved a great success and made them feel as though they were part of the Festival and not just numbers.

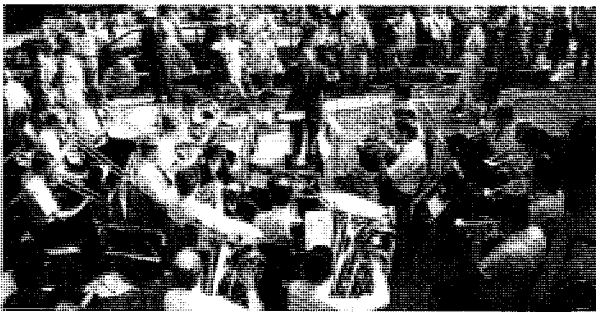
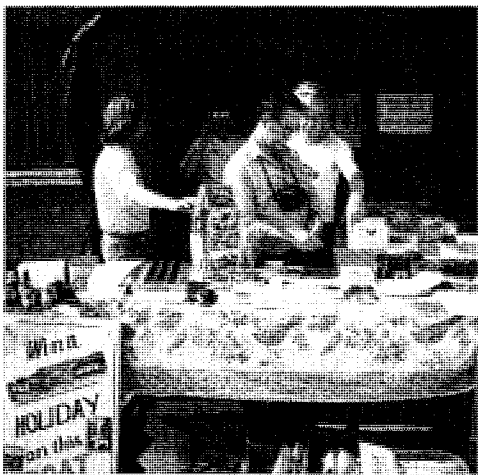
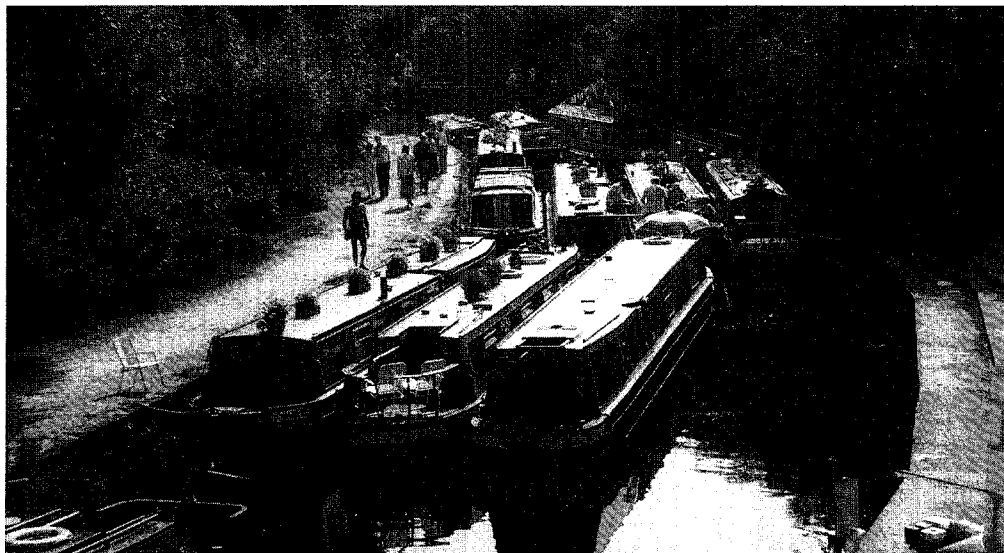
This year's Huddersfield Canals Festival has proved to be the best so far, thanks to a solid Committee and good organisation. With the I.W.A. National Rally being held at Wakefield in 1992, we are hoping to plan for an even better festival next year, as H.C.F. will be the following weekend and we want to attract boaters from Wakefield to Huddersfield. We can do this if given even more support from you, the members. We need to double the Committee. If you have time to spare, then just phone the H.C.S. office to find out the date of the next meeting. We can always find you a job.

Finally, many thanks to all the people who supported us, too numerous to mention individually. Perhaps next year (he says 'tongue in cheek') we might see an Ashton Canals Festival Committee member there!

STEVE QUILTER

Publicity Officer





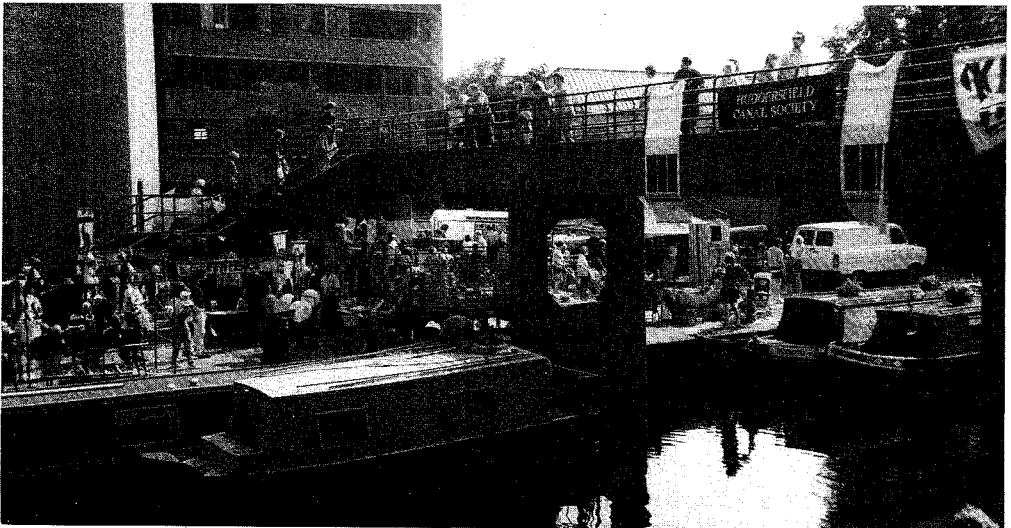
Top: Queuing for the Narrow?
Mid Left: HCS Sales Stand
Mid Right: Hartshead Morris
Left: Dobcross Silver Band

Photos: D. Calverley



Left: "Naaa, what's up Doc? No stall Fee?"
Above: "That's the way to run a Festival"
Below: "When I grow up, I want to be a 70 ft"

Photos: D. Calverley



WHAT a roaring runaway success!! Didn't you just enjoy yourselves? All that hard work finally paid off with a superb festival held over a gloriously sunny weekend. There was something for everyone, with plenty to do and see. From my viewpoint as stalls' officer I was extremely pleased with the turnout. We had thirty plus craft and market traders in attendance. They brought along a wide variety of stalls ranging from model boats, lampshades, computerised astrology, to the cuddly teddies and balloons.

There were over three dozen voluntary organisations displaying and selling their wares. Again an enormous range. The ever popular (at least with the organisers!) tombola was seen at virtually every turn (surely there must be other easily assembled forms of moneyraising), cakestalls, fire and ambulance displays, two fairground-type organs, etc, etc. Things to do? There were train rides, infant and senior bouncy castles, roundabouts, and even a chance to print your own money! (Oops, sorry Steve, I won't mention the card game again!!) Sounds impressive, doesn't it? However it was only possible because of the hard work of the committee.

Volunteer labour over the weekend was absolutely magnificent. This, coupled with the fact that the dreaded market stalls did not make an appearance, meant that the event appeared to run smoothly and efficiently. The committee have almost forgot how to run round in circles chasing their own tails!! Thanks to one and all, especially the person who organised the committee's Landlord, a very welcome refreshment!

Finally, your committee has already had a lively 'winding-up' meeting to discuss the festival. The results of the traders' questionnaire were studied and found to be most encouraging. 1992 is already in our sights. However, as Vincent Price would say, we are in need of new blood. I know that appeals like this rarely succeed, but it is worth a try. We are not a clique. We are open to new ideas and personnel. We have friendly discussions in convivial surroundings (the upstairs room at The Wheel, James Street, Golcar).

If you would like to know more details before you take the plunge, then please do not hesitate to contact any committee member (we can be reached on 0484 653997 or 0484 658889).

DAVE CALVERLEY.

FESTIVAL SECRETARY, ANNE CROSSLAND WRITES ...

Could I please put on record that the Festival would not have gone so smoothly without the help of people who were not on the Committee, but who were persuaded to come and assist by Bob Maycock. I have written to many of them, but some I have no address for, so would you please accept our grateful thanks for turning up. If we missed anyone, we apologise, so here goes - the names I have are:

Bob Dewey, Steve Scholes and crew, Richard and Phyllis Jordan, Geoffrey Home, Maureen Gough, Lawrence Sullivan, Anne and Dave Watson, Peter Ruffley and family, Marion Crabtree, Peter-John Rice and Marie.

Thanks to one and all and here's to 5th and 6th September, 1992.

IN October, we were highly honoured to have as our guest Mike Taylor from the Sheffield and South Yorkshire Canal Society. He gave an extremely interesting slide show of two of his recent trips. Having spent part of the Summer of 1990 hitch-hiking along some canals in France, he certainly had an adventure or three to relate to the gathered throng. In the same year he had managed to obtain a sabbatical to explore the waterways in Thailand. We were spellbound (but certainly NOT jealous!) at the sights which appeared on the screen. Any teacher wanting to know how he managed it, contact us - we will sell you the secret addresses!

November had been billed as a book evening. Unfortunately, the bookseller who had originally agreed to attend, let us down at the last minute because, he said *"people will look through the books before they will buy any, and if they do not buy them, I will have soiled books on my hands"*. Do people not browse through the books in his shop? Anyway, Gay and Steve Quilter managed to manouever the HCS Sales caravan into the meeting room so that people had plenty of Christmas stocking fillers at hand. Diane and I put together a slide show of 'Mr Essex at Tunnel End' followed by 'Huddersfield Canals Festivals 1990 & 1991'.

The much advertised Christmas Party was the highlight of the year. The disco was excellent. For an hour, he kept the kiddies fully occupied with party games. Even Helen (our two year old daughter) joined in. Father Christmas made a guest appearance, leaving his elves to do the last minute packing up at the North Pole. He had a present for every boy and girl who was at the party. Thanks to John Young and his reindeer attendant, Jo, for their help. The music for the remainder of the evening catered for a wide range of tastes. A thoroughly enjoyable occasion:

The New Year brought John Sully along on his bike to show slides of the Rochdale Canal being restored.

Please refer to the back cover for details of future meetings.

We shall review the viability of the Ellesmere Port trip on Easter Sunday. If you want to go, please send us your money NOW. The cost for the coach is £7.00 (£3.50 for 5 to 15 year olds). Please make cheques payable to 'HCS (East)'.

Similarly the cost of the coach to the Dudley Tunnel is now £7.00. Please book now in order to confirm this trip's viability.

Whilst it is not essential to book your places for the Barbecue and the Treasure Hunt, it would help our planning enormously if you could ring and let us know if you are coming.

We meet at The Wheel (James Street, Golcar) on the second Thursday of the month. The many of you who have been to these social gatherings are all agreed that the surroundings are comfortable and convivial. 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.

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HUDDERSFIELD CANAL SOCIETY

**NOTICE IS HEREBY GIVEN THAT THE TWELFTH ANNUAL
GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD
AT MARSDEN CONSERVATIVE CLUB ON
SUNDAY THE 26TH DAY OF APRIL 1992 AT 11.30 A.M.**

TO TRANSACT THE FOLLOWING BUSINESS

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1991 together with the Report of the Council of Management and of the Auditors thereon.
- B. To re-elect Messrs. Revell Ward of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
- C. To re-elect John M. Sully as a Member of the Council of Management retiring by rotation.
- D. To re-elect Allen J. Brett as a Member of the Council of Management retiring by rotation.
- E. To re-elect Garth V. J. Pratt as a Member of the Council of Management retiring by rotation.
- F. To re-elect David L. Finnis as a Member of the Council of Management retiring by rotation.
- G. To re-elect Alwyn Ogborn as a Member of the Council of Management retiring by rotation.
- H. To confirm the appointment of Messrs. Calverley and Maycock, co-opted during this year.
- I. To consider any other nominations.
- J. Any other business.

DATED the First day of March, 1992

By Order of the Council.

J. M. FRYER Company Secretary

Registered Office: Ramsdens, Ramsden Street, HUDDERSFIELD, HD1 2TH.

NB. A Member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must be a Member of the Company.

ADVERTISING RATES

	Per Issue	Per Year
Quarter Page	£6.25	£25.00
Half Page	£12.50	£50.00
Full Page	£25.00	£100.00

NEXT PRESS DATE

**Articles, letters, etc., for the
Summer 1992 issue of Pennine
Link should reach the Editor by
the 8th May**

GOOD news from the Eastern side of the Pennines - an innovative business development which, hopefully will be the first of many.

Housewife Mrs Valerie Todd, of Wellhouse, Golcar, has had an application to moor a 60ft narrowboat on the Narrow Canal just above Slaithwaite, for use as a tea room, approved by Kirklees Council.

Mrs Todd said that the hull had already been ordered from a Nottingham boat builder and it was planned that it would be transported to Slaithwaite and craned in to the canal where it would be fitted-out 'on site'.

"We shall be doing a lot of the work ourselves. In the early days we shall have a very simple menu, offering drinks and snacks, but who knows, we may prove to be so popular that we can expand," she said.

Mother of two children aged nine and eight, Mrs Todd has done her homework into financial facts and figures before embarking on her business venture which, of course, has the full backing of HCS. She estimated that with 28 people a day enjoying a floating brew and a bite she will be able to break even. But she points to increasing use of the canal towpath as a leisure amenity as evidence that potential customers are there.

"I have never actually run my own business before," said Mrs Todd, a part-time student. "But after being made redundant I decided to have a go - and I have always wanted my own café. There is, of course, a café in Slaithwaite itself, but my aim is to attract people on the canal and to build up a reputation for being able to provide refreshments in a setting which is a little bit out of the ordinary."

The Council's Economic Development Unit is backing Mrs Todd's plan (she praised officials for their help and encouragement) because it is in line with the Colne Valley tourism policy and seems an ideal way to show that the private sector is now getting interested in the canal.

So say all of us!

ALEC RAMSDEN

THE LANCASTER CANAL TRUST

The Lancaster Canal Trust is celebrating the 200th anniversary of the authorisation of the Lancaster this Summer, and two events are planned for the bi-centenary year.

- * On the 24th of May is a sponsored walk across the Morcambe Bay sands. (Approximately three hours walking on the flat under expert guidance!)
- * On the weekend of th 13th & 14th of June is a canal-side Festival and Boat Rally at Aldcliffe Road, Lancaster.

Anyone interested in either or both of these events can obtain more information from:

Anne Nichols, 4 Drovers Way, Burton, Carnforth. Tel: 0524 781134.



Photo: R. Gough

Canal Society honours companies

The Huddersfield Canal Society has said thanks to businesses which are helping in the drive to restore the trans-Pennine Huddersfield Narrow Canal.

Corporate membership packages were presented to seven companies which are involved with the Society and Oldham, Kirklees and Tameside councils, either directly or indirectly in restoration work on the 20-mile canal.

The companies are Dolan Corrugated Containers, Stalybridge; Stamford Profiles, Stalybridge; Unicorn Properties, Stockport; MANRO Products, Stalybridge; Graham Heathcote Plant Hire, Oldham; H.T.Greenwood, Ashton & ICL, Ashton.

Canal Society chairman Mr David Sumner said it was gratifying to see commerce and industry getting involved in the country's most exciting waterways restoration project.

"Even before this marvellous canal is fully reopened the benefits of restoration are being highlighted," he said. "Private investment has a very important part to play and we are hoping that these far-sighted companies which are helping us will be followed by many others."

Mr Neville Kenyon, managing director of Stamford Profiles, added: "The benefits of restoration will be enjoyed by all in the shape of a vastly improved environment, new jobs and a leisure asset of which we will all be very proud."

In the package of 'goodies' which corporate members receive is a special video and book detailing the history of the canal and restoration work, a trip for company employees on the pleasure craft Greater Manchester and free advertising in the Society's award-winning magazine Pennine Link.

THE REPORTER, December 26th, 1991

Any companies wishing to become involved with the Society as Corporate Members should contact either David Sumner or Stephen Whitby at HCS Ltd, 239 Mossley Road, Ashton-u-Lyne, Lancs. Tel: 061-339 1332 during office hours.

AT a 1991 East Side meeting, we held a quiz. It consisted of five rounds; music, pot-pourri, canals, current affairs and sport. Here is the moment you've all been waiting for - the answers!

Music

1. The Pastoral
2. Duke Ellington
3. Benny Goodman
4. Beiderbecke Affair; Beiderbecke Tapes; Beiderbecke
5. Hoagy Carmichael
6. Buddy Holly
7. Lonnie Donnegan
8. Shangri-Las
9. Puppet on a String: Sandie Shaw
10. Lennon and McCartney
11. Flowers in the Rain: The Move
12. The Doors
13. The Beach Boys
14. Vauxhall
15. Levi jeans

Pot-Pourri

1. James Watt
2. H₂O
3. Plankton
4. Peking
5. The pancreas
6. The distance covered, or the steps taken, by a person walking
7. November, now, of course, the eleventh month
8. Their tiny size
9. 131
10. The letter 'E'
11. Brown
12. 1000
13. Charlie Chaplin
14. Precipitation
15. They read the same upside down

Canals

1. The M6
2. Inland Waterways Association and Waterways Recovery Group
3. 3 miles 408 yards
4. Tennant Canal, Neath Canal, Swansea Canal
5. The Bridgewater Canal and the Calder & Hebble Navigation
6. The Kennet and Avon Canal
7. 4mph
8. The Llangollen Canal
9. The Romans
10. Charles Hadfield
11. Wedgewood
12. Gloucester
13. James Brindley
14. The Duke of Bridgewater
15. The Huddersfield Canals Festival

Current Affairs

1. London, needs £40 million
2. Falkland Islands, for sale by the Anglo United plc subsidiary
3. S N has just passed the EC Standard for bathing water, S S has not
4. A survey claims that 1 in 10 calls on mobile phones is cut off
5. Neath, Peter Hain
6. The Philippines, 60 miles from Manila
7. 13
8. President of Russia
9. Oil has been found 50 yards from Hadrian's Wall
10. Dungebooth Lock, Uppermill
11. The increased VAT is being charged on January to March's bills
12. The Chinese would not agree to plans for a new Hong Kong airport
13. The Communist Party of Britain
14. Nancy Reagan, The Unauthorised Biography
15. Grahame Greene

Sport

1. Aintree
2. West Ham United
3. Polo
4. Long jump
5. 5 feet
6. 70 minutes
7. 1875
8. 17 (including the cue ball)
9. Glamorgan CCC
10. Chris Brasher
11. 1929 (Wigan v Dewsbury)
12. 3
13. Bull fighting
14. Hickstead (Sussex)
15. Goal shooter

Our congratulations go to Mrs Audrey Laurence of Hove, for sending in the most correct answers. She wins a daysack from Peak & Pennine.

Our next Society quiz meeting is on April 9th. I am assured the questions will be a bit easier than last year! Please BRING A FRIEND (a team of four is ideal).

DAVE CALVERLEY

Pennine *LINK*

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Dear Alwyn,

Greetings from one of the more remote members in England. I know that I cannot say 'the most remote', as a friend and fellow member of the HCS lives half a mile nearer the sea than I. And there may be some Cornish members (but then again, they don't consider themselves English!). But I could be the furthest flung Life Member in England. This of course make it rather difficult to participate in Society events, although up until almost a year ago, when I was (for my sins) a commercial lorry driver, I did manage to see quite a lot of my twin loves, the Huddersfield Narrow Canal (Ca va sans dire), and the Rochdale Canal as I am also a life member in their society. I have been known on occasions to manage to park a lorry overnight in the rather restricted car park opposite the 'Railway' at Marsden!

Anyway, to the point, Jim! CAMRA members among our ranks (CAMRA membership makes me a triple lifer) may know that I produce the 'Beery Boater's Real Ale Lists to the Waterways', which are lists of pubs, on or near the inland waterways, which sell Real Ale. I have just about completed the main currently navigable system, and my next project is to add the Huddersfield and Rochdale Canals to the list. I do have quite a bit on file which I have collected over the years, but a lot of the info is bound to be out of date, and the file may well be deficient in some of the built-up areas. So I would be extremely grateful if any (right-thinking) canal and real ale lovers would drop me a line with details of real ale pubs that they know about on or near either of these canals. What I should like to know is: name of pub, real ale(s) sold, location from road and canal, mooring facilities if the latter, meals, etc L/T and/or eve and telephone number if known. I hope to get the lists done by the end of the forthcoming year.

I like the quiz, and am looking forward to having a bash at it over the Christmas period. However, a couple of observations. The Lancaster Canal is split into 3, not 2, as the Walton Summit Branch of the L&L main line are, in reality, a bit of the Lancaster Canal, so the canal is divided by the A6 motorway AND the River Ribble. And the Rochdale links 3 canals (not 2), the C&H, the Ashton and the

Bridgewater. The speed limit is not 4mph on all the canal system; Gloucester and Sharpness, for example, is 6mph!

Cheers,

Peter (Jim) Green

4 Beaufoy Road, Dover, KENT, CT17 0HX

A good beer guide to the Huddersfield Narrow would be an excellent addition to our existing information about the canal. All ideas & notes direct to Peter at the above address. Ed.

Dear Mr Ogborn,

I was pleased to hear that the Pennine Link has reached its 100th edition.

Good wishes on a valuable source of information on the progress of our Canal.

Good luck for your continued success.

Yours sincerely,

Robert Sheldon MP

House Of Commons, LONDON, SW1A 0AA

Dear Dr Gough,

I was delighted to receive ... the most attractive and interesting photographic report relating to the restoration of Lock 13W, Mossley.

I ... shall ensure that the pictorial account of the restoration is widely seen here.

May I also take this opportunity to congratulate you and all concerned in achieving so much in such a relatively short period of time and I send you our best wishes for your continued progress and success in achieving your ultimate ambition of full navigation on the Huddersfield Narrow by the year 2000. With kind regards,

Yours sincerely,

David C Smith, Charities Administrator

The Clothworkers' Foundation, LONDON

The 'Clothworkers' kindly donated £5,000 towards the restoration of Lock 13W. Ed.

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1941 Mr & Mrs Jepson, [REDACTED]
- 1942 Mr & Mrs Adamson, [REDACTED]
- 1943 Mr & Mrs Lister, [REDACTED]
- 1944 Mr & Mrs Shaw, [REDACTED]
- 1945 Mr & Mrs Hayward, [REDACTED]
- 1946 ICL, [REDACTED]
- 1947 Mr Hunter, [REDACTED]
- 1948 Mr & Mrs Hewitt, [REDACTED]
- 1949 Mr Merrall, [REDACTED]
- 1950 Mr & Mrs Fryer, [REDACTED]
- 1951 MANRO Products Ltd, [REDACTED]
- 1952 Stamford Profiles Ltd, [REDACTED]
- 1953 Unicon Properties Ltd, [REDACTED]
- 1954 H.T.Greenwood Ltd, [REDACTED]
- 1955 Graham Heathcote Plant Hire, [REDACTED]
- 1956 Mr Thomas, [REDACTED]
- 1957 Dolan Corrugated Containers, [REDACTED]
- 1958 Mr Phillip, [REDACTED]
- 1959 Mr Whitehall, [REDACTED]
- 1960 Mrs Payton, [REDACTED]
- 1961 Mr & Mrs Pumford-Green, [REDACTED]
- 1962 Mr & Mrs Ball, [REDACTED]
- 1963 Mr & Mrs Mahon & Family, [REDACTED]
- 1964 Mr & Mrs Hawley, [REDACTED]
- 1965 Mr & Mrs Tweedale, [REDACTED]

BACK NUMBERS

THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:

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41, 43, 47, 48, 49

52, 54, 56, 58, 59

64, 65, 66, 68, 74, 75, 77, 79

80, 81/82, 83, 84, 85, 86, 87, 88, 89

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 - 1992**WEST SIDE**

- 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
- Wed., July 8th General Meeting, Tollemache Arms.
- Wed., August 12th Visit to Manchester, Bolton & Bury Canal Society; tour of canal and boat trip.

EAST SIDE

- Thurs., April 9th Internal Society quiz, much less than Genius version!
- Sun., April 19th Trip to Ellesmere Port, meet at St George's Square, 9.00am; cost £7.
- Thurs., May 14th Lace making.
- Sun., May 17th Towpath walk, Aspley to Linthwaite, meet at Poly car park, (Festival site) at 2.00pm; 4 miles, easy.
- Thurs., June 11th Barbecue, vegetarians will be catered for, 8.00pm start; cost £3.
- Sun., June 21st Towpath walk, Linthwaite to Tunnel End, meet at Coach & Horses, 2.00pm; 4 miles, easy.
- Sun., July 5th Boat Lane walk over Standedge, meet at Tunnel End, 2.00pm; 4 miles, moderate.
- Thurs., July 9th Treasure Hunt; cars departing from The Wheel, 7.00pm; £5 per car.
- Thurs., August 13th Boat Trip on Marsden Shuttle & visit Tunnel End Cottages, cost £1.
- Sun., August 16th Boat Trip on Greater Manchester, meet at Portland Basin, Ashton

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

