



Pennine

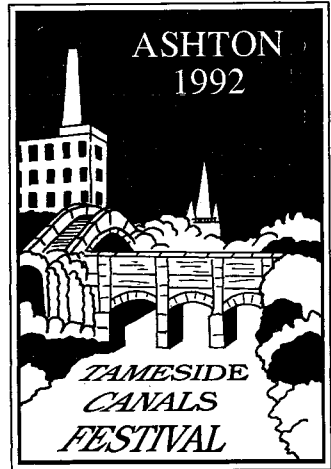
No. 102

Summer 1992

Tunnel End



Summer Fair '92



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SPRING is here and the canaloholics fancy turns to thoughts of idyllic sunsoaked days along favourite waterways. It is also boat rally and canal festival time, and this issue highlights major events concerning the Huddersfield Narrow. Starting with the Tunnel End Festival in June, we then have Ashton in July, Huddersfield in September and Toepath '92 in October. Those of you within striking distance of these events are cordially invited to come along to any or all and overdose on enjoying yourselves. The organisers of the various events are always willing to accept extra help and contact points for volunteers are given with the appropriate article.

The mega news for the canal is of course the DLG's that look as though they are going to come to fruition and enable great leaps forward to be made

in restoration over the next few years. Negotiations have been going on for some time between the various authorities concerned, and have now reached a stage where Keith Gibson can give details without breaking confidences or reporting on over enthusiastic speculation (see page 11). Actually I have a confession to make. The gremlin referred to is none other than the Editor. The copy submitted needed to be trimmed a little and the paragraph in question lost out. I did not realise the importance of the explanations therein. **Failed again, Ogborn. Sorry Keith!**

Whatever! The prospects are double brill with a side helping of fab. (A phrase culled, and so it should be, from the younger generation.) Many congratulations to all concerned.

Two slipways are now in place to allow the launching of trail boats and hopefully encourage more activity on the restored sections. The slip on the West side is at Wool Road car park, Dobcross, (through Uppermill towards Diggle; lots of boundary changes at that point). The East side is just uphill from the infill section at Slaithwaite. If you have or can borrow a trail boat complete with BW licence, bring it along and 'have a go'.

Having run out of printable material for the chuckle page some time ago, I have had an offer from member John Harwood to supply us with crosswords. The first sample puzzle appears on page 18 with answers on page 46. Some of the clues are a little obscure, but have a look and see what you think. If all goes according to plan, we will be running a series of puzzles with answers in the following issue. I would be pleased to receive your reactions to this.

Enjoy your festival season. Work load permitting, I will be at most HCS events and the IWA National at Wakefield, so if you want to take me to task about the magazine, seek me out and say your piece.

ALWYN OGBORN

Pennine

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

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IN my last 'Remarks' in edition number 101, I looked forward slightly 'tongue-in-cheek' to future restoration landmarks. These all start from the premise that Derelict Land Grant funding will be rapidly established and extended to include the restoration of Standedge Tunnel. Stalybridge is another matter, and the Society supported Tameside Metropolitan Borough Council's bid for City Challenge status. This innovative approach by Tameside to secure £37.5 million over five years from 1993 is centred on the Tame Valley and their brochure - which I urge all interested members to read - was to be presented to officials from the Department of the Environment on the 12th May 1992. We were to be part of the team and the Partnership,

which included many local private and public sector organisations, looked forward to a regenerated Tame Valley as the Pathway to Prosperity.

Unfortunately, at the eleventh hour, the Partnership, led by Councillor Roy Oldham, Michael Greenwood - Chief Executive, and John Clithero - Chairman of the Tameside Chamber of Commerce, were refused the opportunity to bid. However, the blue print has been established and I have requested that their document is forwarded to the Department of the Environment and Mersey Basin Campaign because its content supports the continuing restoration of the canal. I quote from part of the Strategy under Key Projects:

"The strategy envisages the following principle elements

The restoration of the Huddersfield Narrow Canal to cruising standard, linking the Cheshire Ring to the West Yorkshire Canal System and resulting in considerable canal-side leisure activities and commercial investment opportunities."

City Challenge status would have underpinned the whole *raison d'être* of our campaign. Extra public funding would have 'levered out' massive private sector funds and provided the revenue support for the management of the Partnership. It is now vital that there is no hold-up in the submission of DLG applications. If we improve the infrastructure in the Tame Valley, other investment will follow. The Society is providing information to the two 'West side' local authorities to enable the DLG applications to be processed quickly. I fear a public sector spending moratorium and urge all parties to submit schemes without delay. British Waterways, I know, will not want to stand in the way of local authority applications for grant which, incidentally, comes from the Department which grant aids British Waterways.

At the recent local elections I was sorry to note that Cllrs. Preece and Tordoff from Kirklees lost their seats. Both members have been enthusiastic and committed supporters of the campaign. On behalf of the Society I thank them for their past support and wish them well for the future.

Restoration progress slowed considerably in 1991. In the Annual Report 1990, I reported that 46 of the original 74 locks had been rebuilt. On the 24th January 1992, we topped out lock number 50 which is in fact number 31W - four locks since I wrote in the 1990 Report. However, when one considers the position and status of the unrestored locks, we can still feel pleased with progress.

In Kirklees, the 'Progress Map' is impressive with, in effect, only the major blockages and three bridges remaining. Use of the canal and the 'corridor' is now vital. In 1992, a slipway in Slaithwaite is under construction and a new floating tea room has been launched. Our new boat, the Marsden Shuttle, launched by our patron David Essex, is plying the top pound at

Marsden and an official cruise to Slaithwaite is planned this Spring. It must be noted that all restoration work has been resourced by Kirklees Council. The enthusiasm of members such as Cllrs. Preece, Sheldon and Tordoff has been matched by the professionalism of officers. Others will, I am sure, not mind if I single out Mr John Miller as an officer, who has overseen the whole East side restoration programme.

We have, of course, two councils working on the West side with our own restoration company, and whilst restoration began on this side in Saddleworth, the speed of lock restoration was rapidly overtaken by Kirklees. However, design work for the removal of the missing links was begun in 1991. The Staley Wharf Scheme will present a unique opportunity to increase visitor numbers to Stalybridge - by boat. I have noticed increasing numbers of ramblers using the towpath in Tameside and Oldham which links many areas of interest in the Tame Valley. I am pleased that the Uppermill trip boat Pennine Moonraker provides such a valuable service for visitors and the crew actively promote the canal. We all know that the full benefits of restoration will accrue when the canal is navigable from end to end.

The Standedge Tunnel. The Society has costed the operation of a trip boat to operate from Marsden. British Waterways have estimated that the cost of repairing a short stretch of the tunnel from, and including, the Marsden portal is about £90,000. It is just possible for tunnel trips in 1992, however, large scale maintenance work is budgeted for 1993/4. We are presently investigating the options and a Tunnel working party has been formed. The Society will strive to gain public access at the earliest possible opportunity, because, like our colleagues on the Huddersfield Canal Joint Committee, we believe that the restored tunnel will be a valuable national asset rivalling any of the underground tours in the U.K.

Members of your Council spend increasing amounts of time in official and unofficial meetings and activities. In 1992, we were founder members of the Mersey Basin Trust, part of the Mersey Basin Campaign; a European Community supported scheme. Support for such bodies spreads the word and brings immediate benefits. Funding support from Europe has already exceeded £250,000 and it is channelled to our canal via the North West Region of the Department of the Environment. We are very grateful to officers of the Department of the Environment and Mersey Basin team, and are pleased that they often attend our functions outside of their normal working hours. I would also like to thank officers of Tameside and Oldham Councils for their support in 1991. The whole restoration project is a team effort involving the local authorities as well as British Waterways. Mr Alex Thomson, MBE, of British Waterways, has proved a valuable ally, particularly since the Government's Employment schemes are again helping restoration. Alex's experience and advice, together with the assistance of the local management of British Waterways, I believe, have contributed to British Waterways favourable attitude to the Society's voluntary and paid restoration workers.

It is only ten years since restoration began. The 'Impossible Restoration' is happening and whilst 1991 saw slow progress, we received the most encouraging news on funding since 1981. The Department of the Environment will now accept applications via the Derelict Land Grant Programme for schemes to rebuild lowered bridges, reconstruct locks and dredge a navigable channel. Applications for grants via Oldham and Tameside Councils are now with the Department. Kirklees are now reviewing their situation and we shall help wherever possible and monitor the progress of the applications from all the local authorities.

many thousands of pounds from Trusts and the corporate sector. Sponsorship not only adds to our coffers, but we broaden our appeal. Industry in Tameside has recognised the attraction of a 'green finger' in the valley. The Society is very grateful to Mr Neville Kenyon, Managing Director of Stamford Profiles, for leading our new corporate membership group.

Finally, thank you to H.T. Greenwood Ltd of Ashton-u-Lyne for making possible the production of the 1991 Annual Report. Like the Colne and Tame Valleys, our image is enhanced by support from the community. The public and private sectors are working together and the Society - representing the voluntary sector - will continue in 1992 to strive to complete the 'Impossible Restoration'

DAVID SUMNER

Chairman

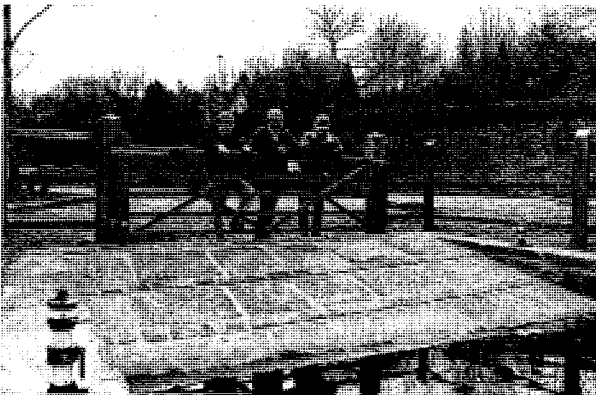
SAIL THE HUDDERSFIELD NARROW

Owners of trailboats can now enjoy the restored sections of the Huddersfield Narrow Canal both sides of the Pennines. Two slipways have been installed, both with access locked off to prevent unauthorised use, but all that is needed to unlock them is a current B.W. cruising licence. On the West side the slip is from the car park at Wool Road, Dobcross, and the keyholders are the Brownhills Visitor Centre.

The slip on the East side is just beyond the mills west of the infill section, Slaithwaite, and Ian Fullerton, (Peak and Pennine Waterway Manager), says he is trying to arrange custody of the key with the Colne Valley Wardens. Anyone wishing to use the East slip is advised to check with the HCS office for confirmation of the keyholder.

We want to see boat movement on these re-opened waters, so come along and try it. You may even want to organise your own mini trailboat rally.

NOW IT'S OPEN LET'S USE IT!



Our new slipways at Dobcross (above), and Slaithwaite (right, during construction).



HAVING written in the last Pennine Link that we expected to leave the backfilling of the lock walls at Lock 32W until the lighter nights and better weather, the inevitable happened, and we were presented with the opportunity to do the job! Our 'neighbour' at Diggle, Steve Scholes, could obtain a machine and another dumper, and so, over a weekend, we managed to backfill the towpath side. In the wet conditions things got rather messy and have remained so for some time, but the addition of a layer of topsoil should now see the site complete.

One job which had been left for some time was the towpath between the two locks and we are now clearing and draining this, using the resulting material to build up the slope at the tail of Lock 32W. The towpath itself had obviously had some attention in the not too distant past, probably under one of the job creation schemes of the 1970's, but had become covered over, due to the lack of drainage, in order to take the considerable flow of water off the former railway sidings area. We are trying to rectify this, but one of the difficulties is that the flow never ceases, even in the driest weather.

During the course of our work on the towpath, the HCS dumper finally blotted its copybook by refusing to restart whilst sitting on the lower level. The four hours that it took to manually return it to its container, a distance of about thirty feet by the shortest walking route, finally convinced us to fit it with the reconditioned fuel pumps that we had thought about for so long. Gone now are the days of being exhausted by the time we had got the dumper started in the morning.

Another recent addition is a lock-tail bridge of sufficient width to allow the passage of wheelchairs, prams etc., made for us and fitted by HCS Restoration staff. This was part of one of our submissions to the Mersey Basin Campaign.



Photo: R. Gough

We have gone on to the rebuilding of the last remaining sections of wall which were once covered by our temporary bridge. The towpath side was quickly completed, but the offside needs attention to the top three or four courses and may take a little longer. The scaffolding has also been moved into position to allow us to cut the ladder recess on that side.

Our future working party dates are:-

July 5th, 19th

September 13th, 27th

August 2nd, 16th, 30th

October 11th, 25th

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

Pennine *LINK*

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H.C.S. RESTORATION LTD & THE CONSTRUCTION GROUP

WHEN the Society had a major restructuring of its decision-making organisation, the Construction Group was set up as a major committee of the Society, along with the Promotion Group. H.C.S. Restoration Ltd, the Society's subsidiary restoration company effectively became a sub-committee of the Construction Group. That arrangement was soon found to duplicate activity, in that the same people (with one or two exceptions) met twice to discuss similar issues. For a time, therefore, the two meetings have been run together, and the group decided to recommend a formal merger. This was authorised by the Society's Council of Management in February.

Accordingly I resigned as Chairman of the Construction Group, and Frank Ruffley resigned as Chairman of H.C.S. Restoration Ltd at our meeting on February 27th. I was then appointed as Chairman of the new merger group which for legal reasons is H.C.S. Restoration Ltd. One or two members of the Construction Group who were not Directors of H.C.S. Restoration have been asked to stand as Directors.

David Sumner presented Frank Ruffley with an original water colour of Portland Basin in appreciation of his work as Chairman of H.C.S. Restoration (and its predecessors, Tameside Canals Ltd and Tameside Development Association). Frank will, of course, remain a Director of the Company, but felt that his health prevented him from continuing in a leading role.

Ten years ago I wrote a report on job creation as a result of canal restoration and two glossy reports suggesting particular projects. One led eventually to the current Kirklees restoration work, and the other, which was written jointly with Alan Jervis of Waterway Recovery Group, indirectly resulted in Frank being introduced to the Society. Our proposal that the canal be restored from Ashton to Stalybridge had been taken up by Greater Manchester Council, but was likely to be considerably delayed before work could begin. The Kirklees scheme, initially using Community Programme labour had begun and David Sumner, Trevor Ellis and myself thought that the Society could manage a similar scheme. At the same time Tameside Council's Community Programme Agency under John Hey was looking around for suitable environmental projects. Inevitably the two came together and we set up the Tameside Canals Development Association, which became Tameside Canals Ltd and then H.C.S. Restoration Ltd.

Frank Ruffley came with the Tameside connection - a canal buff who spent as much of his time as possible on boats, or at Portland Basin. At the time he was the Chair of Tameside's Social Services Committee. When he was suggested as Chairman of Tameside Canals Development Association we were not particularly keen - we wanted a Society person as Chairman, not a politician - but it seemed the best way forward, and Frank soon proved us completely wrong. He knew the political system. He knew Ashton. He knew the canals and without his steady control as Chairman, particularly in the early days, I doubt we would have got where we are today. Those of you who were members of the Society in the mid 80's will recall that the Kirklees scheme was racing down the Colne Valley, but for a long time our scheme was limited to restoring the towpath as the Peak Forest Canal. I wanted to get on with the real job - so did Steve Whitby, and so did Frank, but he saw clearer than us that patience was necessary, and that only by proving our abilities first would a voluntary group be allowed to manage full time workers on canal restoration. As a result of his patience, when the time came to move on, not only did we get permission to work on the canal, we also received financial help - initially from G.M.C., but later from many sources.

Thank you Frank!

KEITH GIBSON

DERELICT LAND GRANT - WEST SIDE

TO start with an apology? The Gremlins rather intruded into part of my last article which somewhere lost part of a paragraph. Civil Service watchers amongst you will perhaps realise that, despite what was printed, negotiations on the west side are between the D.O.E. Regional office in Manchester, Oldham & Tameside (and H.C.S.), and not with the D.O.E. headquarters in Marsham Street. Apologies all round especially to our friends in Oldham, Tameside and the D.O.E. whose efforts on behalf of restoration were not properly credited.

To continue the story, however, the news is excellent for the canal, although the whole process is (as you would expect) slower than we would like because of the need for applications to be submitted by the Local Authorities to their agreed procedures and for them to check all our figures and measure the work. Not a criticism - a fact, but it has an effect on the Society's cashflow. This years budget relies very heavily on Derelict Land Grant and the longer the process takes, the more our cashflow situation suffers, particularly as we have stopped all major restoration work on the canal and are concentrating on more 'cosmetic' towpath works, fencing etc. until grant approvals are received. The Waste Disposal Licence for the dredgings disposal site at Milton Mills, Mossley was eventually received, however, and we have been able to prepare the site to receive the spoil from the canal alongside.

The position with actual D.L.G. applications was as follows when I wrote this (end of April):

- (i) Both Tameside and Oldham had received letters from the D.O.E. to say that the total programme of work submitted in draft by the H.C.S./Oldham/Tameside consortium looked likely to be eligible for grant when individual applications were submitted.
- (ii) Staley Wharf site investigation work: Pre-tender application approved, tenders received by Tameside, and approved by D.O.E. About to start on site. (Value about £10,000 but very significant as the first D.L.G. approved for canal works).
- (iii) Dredging work between Lock 13W and Division Bridge. Pre-tender application submitted by Tameside and approved by D.O.E. Agreement entered into by Tameside and H.C.S. Restoration Ltd that H.C.S. will carry out the work (Tameside having waived standing orders re. tendering for this because H.C.S. or B.W. are the only suitable contractors). Tender application submitted to D.O.E. and approval hoped for within a matter of weeks (value about £80,000).
- (iv) Dredging work between Division Bridge & Manns Wharf Bridge (Well-i-Hole). Pre tender application submitted by Oldham and approved by D.O.E. Oldham to prepare similar contract/agreement to that between H.C.S. and Tameside for submission to D.O.E. for the tender approval (value about £25,000).
- (v) Oldham Engineers preparing pre-tender submission for Manns Wharf Bridge with hope of submitting for D.O.E. approval in May (about £250,000).

DERELICT LAND GRANT - EAST SIDE

The Yorkshire and Humberside Regional Office of the D.O.E. have been in discussion with Kirklees and particularly with Jeff Farnell, the Council's Principal Landscape Architect, who

is responsible for the Kirklees D.L.G. programme. It seems likely that a programme of work in excess of Kirklees current £1m per year rolling programme will be agreed with first applications to be submitted for approval next year. East side work is later than west side because the Regional office had spent up to their budget already without any canal work in 1992, I understand. Discussions continue between Kirklees and the D.O.E. regarding the programme, but the rumour that the D.O.E. are about to grant a very large sum to Calderdale to open up the blockage at Tuel Lane in Sowerby Bridge on the Rochdale Canal is a good omen for Slaithwaite and Huddersfield.

ENVIRONMENTAL GRANTS

As we rather expected, the four applications submitted to the D.O.E. under the Environmental Grants scheme all failed to attract grant aid (Whitelands Canal Centre, Wool Road Transshipment Shed, Marsden Shuttle Mark II and the Polytechnic Causeway removal, Huddersfield - see the last issue of Pennine Link for details). We always felt that the D.O.E. saw this grant régime as a means of starting up new environmental initiatives, or helping fund projects with no other likely sources of grant, and that with D.L.G. in the offing we were now 'fishing in a bigger pond'.

EUROPEAN REGIONAL DEVELOPMENT FUND

You will perhaps remember the long saga of applications for E.R.D.F. grant towards actual restoration through the Mersey Basin Campaign which eventually led to the Society being granted £67,000 by the D.O.E. under this scheme last year - the largest single grant to a voluntary body in the North West. A further grant of £27,000 has now been made retrospectively for work carried out at Locks 18W, 19W and 20W. Thank you to our friends at the D.O.E. yet again.

Two further applications have now been submitted in the next round of bids initially under the voluntary sector scheme, but with the support of Oldham and Tameside for the Whitelands Canal Centre and the Wool Road Transshipment Shed. Copies of parts of the applications are included elsewhere in this issue describing the projects. Because of the way the system operates we will have to start work on these schemes (giving H.C.S. Restoration Ltd a heavy workload in addition to the D.L.G. dredging programme) on the assumption that we receive E.R.D.F. grant and other funding to cover the costs of these non-restoration, but important projects. This will, necessarily involve some juggling of the budget approved by H.C.S. Council for this year, but the eventual outcome will probably be less significant for the Society's cashflow than the fact that D.L.G. payments are only likely towards the end of the year. Already funding is promised towards the Transshipment Shed by the Tame Valley Warden Service (the main end users) and Oldham M.B.C.

The significance of the Whitelands Canal Centre is twofold. First of all, it will give the Society a better headquarters than our present office, with the possibility of a shop facility. Secondly, the terms of the lease agreed with British Waterways are such that the sale of our present headquarters (if we can sell at the present climate) should release sufficient capital to pay the lease and still leave the Society with additional income. Architecture and Design Partnership, an architectural practice with an excellent track record of sensitive conversion work and new buildings, have been appointed to design the restoration of the Transshipment Shed and its conversion to an outdoor classroom. Architects will shortly be appointed for the Whitelands Canal Centre.

Other news in brief ...

KIRKLEES RESTORATION PROGRAMME

As expected, the cut-backs in Council funding have affected the Kirklees lock restoration/dredging scheme. After several years of very significant expenditure all that remains for the scheme is the restoration of Lock 24E and the pound between that lock and the Slaithwaite infilled section. The Council are able to continue funding the wage costs, but have approached the Society with a request for help to pay the capital costs (plant hire, materials etc). We have offered £48,000 initially, subject to various conditions, which we hope will see the work completed satisfactorily.

STALYBRIDGE DIVERSION

Tameside Council's proposal to divert the canal into the River around Stalybridge could have received a boost if the Council's City Challenge bid had been permitted (see the Chairman's Remarks for details). At the very least, it is a marker for future funding requirements. Local residents may have noticed that the railway viaduct on the disused diversion line up the Tame Valley has been demolished (again using Derelict Land Grant). It provides the obvious route between the canal and the river.

STANDEGE TUNNEL

At the end of 1989 we received the completed engineering study from Ove Arup and Partners showing a total likely restoration cost, excluding ventilation, of over £5 million. Since then, although I have felt unable to reveal much, a great deal of work has been carried out, mainly by British Waterways and in particular by the enthusiastic Malcolm Stakes, (yes, I did say enthusiastic!). By delaying and/or eliminating non-essential works (eg. cleaning brickwork) it is now estimated that the tunnel can be re-opened to navigation for about £2m (at 1989 prices). Ventilation costs, and certain works for which British Rail are responsible, will be extra.

British Waterways can, of course, only spend to meet their liability for the canal as a Remainder Waterway, but they are budgeting to spend between £300,000 & £400,000 in 1993/94 to maintain the water channel. That commitment significantly affects the timescale of other work. There is little point, for instance, in putting in a new trip boat to work in a short section if the operation is to be disrupted by repairs to the tunnel. If grants can be found to carry out all of the work at the same time, a more economical scheme would result with only one start up cost and only one period of disruption to waterflow and the tunnel mouth areas. All that can be said at the moment is that the 'consortium' of British Waterways, Kirklees, Oldham and H.C.S. are talking to the Department of the Environment about possible means of grant aiding the work. As always, I am hopeful! Before applications for grants to restore the tunnel can be made, however, further work is required by British Waterways on ventilation and the various shafts. That will take some months.

HARTSHEAD INFILLED SECTION

The agreement with the C.E.G.B. (and their privatised successor) has an effective date for transfer of the land required to rebuild the canal to British Waterways of 18th July. Applications for Derelict Land Grant (initially for site survey work) can then be submitted by Tameside.

KEITH GIBSON

**RESTORATION OF THE HUDDERSFIELD NARROW CANAL
EUROPEAN REGIONAL DEVELOPMENT FUND
PROJECT SECTION**

Restoration & Conversion Of Former Lock-keeper's Cottage at Whitelands, Ashton-u-Lyne

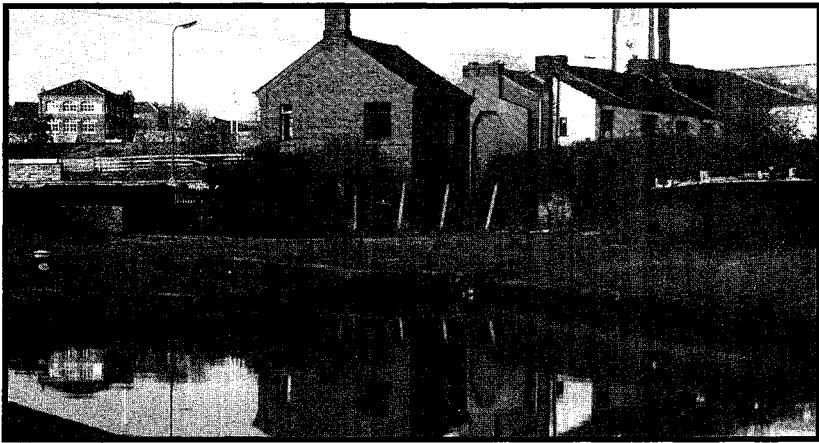


Photo: M. Braddock

The former lock-keeper's cottage (rear view) and adjacent land, Whitelands, Ashton-u-Lyne

This former lock-keeper's cottage (now derelict) is situated at Whitelands in Ashton-u-Lyne, adjacent to Lock 1W on the Huddersfield Narrow Canal. This area was originally the 'town centre' of Ashton and was known as Ashton Old Wharf.

In 1989, the Society completed the restoration of the canal from Ashton to Stalybridge, and in 1993, a new wharf in the centre of Stalybridge will allow greater useage of this section of canal.

The Society intend to restore the cottage and adjacent land, together with appropriate external works, to provide office space, a meeting room and interpretative facilities. Boaters will have the use of toilets, a pumping out station, water, telephone and fuel, and day visitors will be provided with information about the canal, guides and interpretative material. An area will be provided for exhibitions and displays on local interest subjects relating to the canal and Tame Valley. Provision of these facilities is seen as serving the needs of canal users, visitors and particularly school children and environmental groups in the central Tame Valley Area.

RESTORATION OF THE HUDDERSFIELD NARROW CANAL EUROPEAN REGIONAL DEVELOPMENT FUND PROJECT SECTION

Restoration & Conversion of the Wool Road Transhipment Warehouse



Photo: R. Gough

The Transhipment Warehouse at Wool Road, Uppermill, Oldham.

This former canal Warehouse is situated on the Huddersfield Narrow Canal adjacent to Wool Road Basin, Uppermill, Oldham. The canal basin was the terminus of the western section of the canal between 1797 and 1811. By 1799, only 2,000 yards of the Standedge Tunnel had been bored, and it took until 1811 to finish the work. During this period, goods had to be taken from Wool Road to the eastern section of the canal at Marsden, by road, over Standedge Moor, using packhorses.

The Wool Road Warehouse is the last remaining building of this busy period. This section of canal is the most popular length; the village of Uppermill being Oldham's most prominent visitor centre.

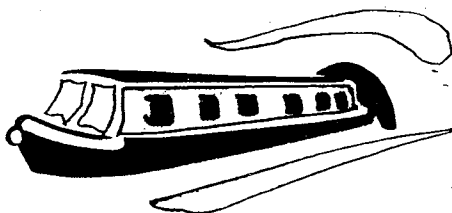
In conjunction with the Tame Valley Warden Service, the Society intend to restore this historic building and provide appropriate facilities to allow it to be used as an interpretative centre, serving the local needs, particularly those of school children and environmental groups in the Upper Tame Valley.

The refurbished Warehouse (with due regard to the structure of the building) will provide a classroom, a public meeting room and a canal/valley interpretative centre, and will include all relevant facilities ie. heating, lighting, etc.

The works include the installation of new doors to the front elevation, an extension to provide toilets, all services and internal finishings and decorations. External works will include the provision of car parking, lighting and a play/study area.

The Tame Valley Warden Service and volunteers from the Society will assist in the organisation and staffing of the Centre upon completion. The Warehouse will help to increase public awareness of the environmental opportunities within the canal/Tame Valley corridor.

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Pennine TUNNEL END SUMMER FAIR



TUNNEL END SUMMER FAIR 27th and 28th JUNE 1992

PLANS for this year's Summer Fair are steaming ahead, but we could still do with your help during the weekend.

The Summer Fair is again being jointly organised by HCS, Marsden Community Association and Kirklees Countryside Service and should be a really memorable event. All sorts of attractions, activities, events and entertainments are being organised for your enjoyment, so please come along and support us. The catering will be provided again by the organising committee, so if you can, why not bring a cake or two along with you.

Trips on the canal will be available on the Marsden Shuttle and, possibly, Stan. As for No. 2, it is being taken out of commission for the weekend to become a Pirates Galleon to coincide with the weekend's theme of 'Pirates'. Rumour has it that the Galleon will be full of treasure, but we will have to wait and see.

The Summer Fair will also see a 'first' for Marsden in that this year's event will also see the launch of a special Moorlands Festival by Dr David Clark MP on the Saturday afternoon. This festival is aimed at raising awareness and appreciation of the local moorlands. Further details are available in the special leaflet available in the Marsden area or by telephoning Tunnel End on 0484 846062.

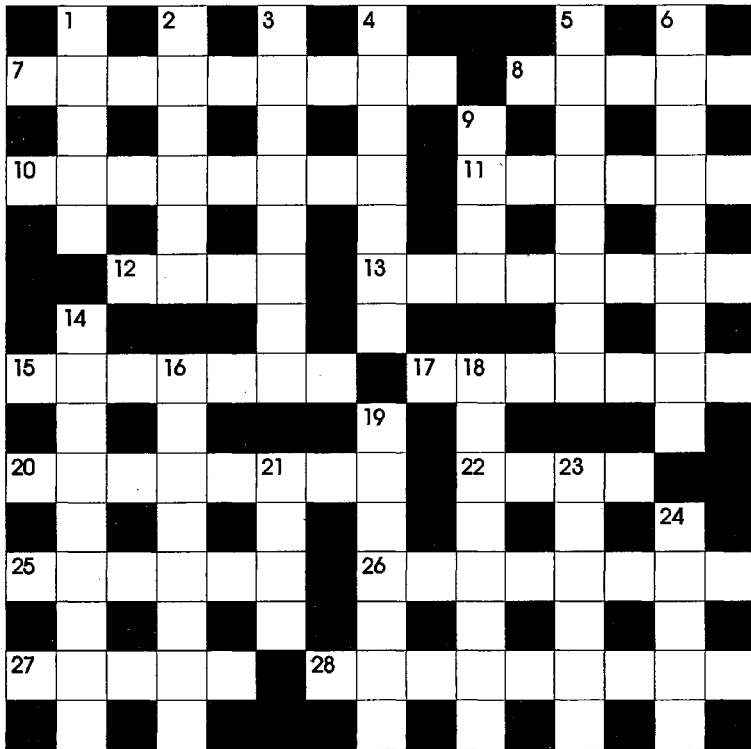
To help the Summer Fair go with a splash, we need to have as much waterborne activity as possible and are, therefore, appealing to everyone who may own, borrow or even cadge a trail boat, dinghy, canoe etc. for the event. If you can, please ring and let us know, in order that we can arrange suitable slippage facilities etc. The number to ring to offer any form of assistance is 0484 846062.

Organised by:



Marsden
Community
Association





ACROSS

DOWN

7. Threaded surveyor to HNC (8).
8. Appropriate name for a working pair - Joe & Rose Skinner might approve (5).
10. HNC's greatest obstacle - solved in a subterranean manner (8).
11. East side 'over there' (6).
12. Non canal water source - say Buxton (1,3).
13. Tap to assist in tying up in flight over 10A (8).
15. Too many of these in 14D would cause problems (7).
17. Equine refreshment rooms? (7).
20. Central grammar part will herald year 2000 celebrations (8).
22. Middle Ages punishment assists lock operation (4).
25. Cambridgeshire wetlands precede German article to avoid paint scratches (6).
26. Teenage punishment leaves boat high and dry (8).
27. Semi-precious stone at each end of a lock (5).
28. Very cheap accomodation above water level (9).
5. Available in threes at good canal side pubs (5).
2. Hardy's partner (less bowler) assists at cut repairs whilst holding nose behind 17A (6).
3. HNC Membership Secretary at home on high (4,4).
4. Location of oils resting place after cruise round an engine (2,1,4).
5. Small form of hackneyed transport will have to do until 2000 (7).
6. Injured boater lies on one to keep an Nb in shape (9).
9. This form of compass not required on HNC (4).
14. Not sitting on the brim to cross 10A (9).
16. A singularly unusual artefact or edifice (like the HNC) (2,6).
18. That of HNC peaked in 1819, we hear (8).
19. Muscular heroes of underground boating (7).
21. Compass direction encompasses alternative headland (4).
23. Prisoner assists in multiple boat movement (6).
24. That which crosses the Mersey cannot cross the HNC (5).

Pennine *LINK*

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8th May 1992

Peter (Jim) Green
4 Beaufoy Road
Dover
KENT CT17 0HX

Dear Alwyn

On 28th April, Yours Truly with 11 other CAMRA idiots (including Ray Crane, an HCS member), made an attempt on the Western end of the Huddersfield Narrow Canal with two boats from Middlewich Narrowboats, the 70ft 'Sycamore' and the 50ft 'Larch'. As you see, we went up articulated, back to back, the idea being that the leading boat should keep the stern of the other more or less in line. It worked - after a fashion!!

On the whole, the canal itself was in good condition and no problem with the locks. I don't think much of the hydraulic bottom gates on 1W and 2W; it takes twice as much work to achieve the same result in twice the time. A system of cranks (no, not us!!) and levers such as on the Canal de Bourgogne in France might have been a better bet. Quite a bit of large debris. At one point 'Larch' came to a standstill. The steerer applied full throttle and the boat lurched forwards (in fact, 'Larch' became known as 'Lurch' for the rest of the Cheshire Ring trip) spewing out several pallets and plastic drums (which it had been sitting on) in its wake. We had trouble with a cast iron bath in the canal at Clarence Bridge, but having negotiated this, we found the canal too shallow to continue, so we tied up and adjourned to the Pointsman. This is probably in the course of being remedied by the dredger the other side of the bridge. It will be nice when this is done and a winding hole provided so that we can proceed in a more orthodox manner. (*The Staley Wharf Appeal, Ed.*) I'm sure a few more boats will use the canal then.



'Sycamore' and 'Larch' taking a breather at Clarence Road bridge.

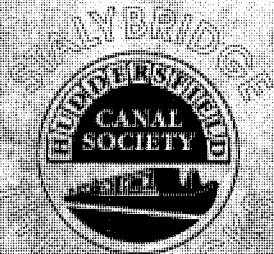
Anyway, please find enclosed photos of our epic journey..... Incidentally, at 70ft, is 'Sycamore' the largest boat to get this far after restoration yet? At least, you can't get a bigger one up.

We'll look at the other end next year!

Cheers,

Jim

I wholeheartedly agree with your comments on the absurd hydraulic gate mechanisms. You don't have to go to France to see the answer. Cranked balance beams are fitted to gates on the Leeds & Liverpool and Staffs & Worcester to name but two. As I have written before, H is for hard work as well as hydraulics. Ed.



'SYCAMORE' & 'LARCH'

This Certificate is awarded to

The Berry Boaters

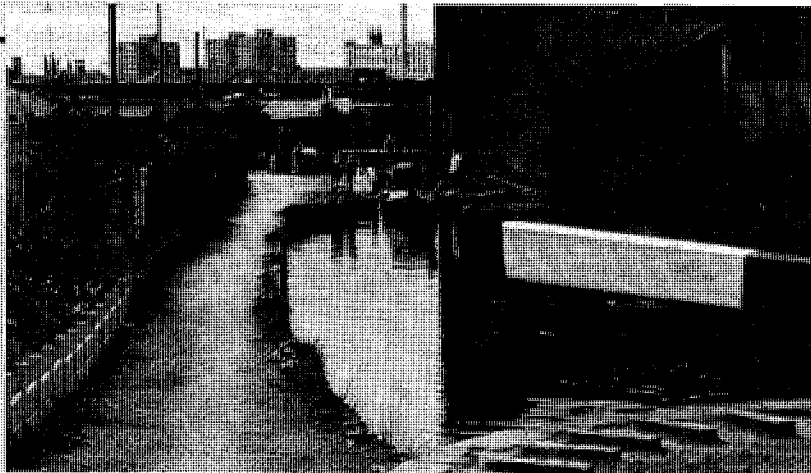
in recognition of their navigation through
the first three locks on the
Huddersfield Narrow Canal
in Stalybridge, Tameside,
26th April 1982

David Minns

Chairman

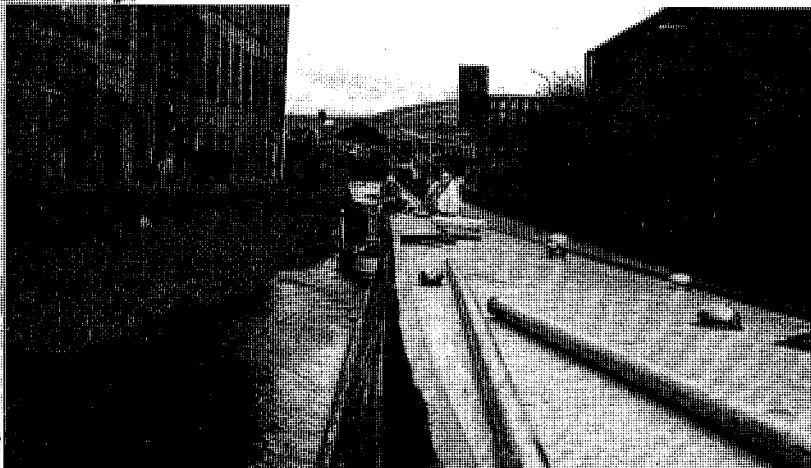
Huddersfield Canal Society

*Restoring a unique Waterway, Preserving our History
and Enhancing the Environment*



Above: Successfully through Lock 2W. Below: Returning to Lock 3W

Photos: P. Green



Penine

WESTERN ASSAULT



ANOTHER important step forward has been taken in boosting the leisure and tourism potential of the Narrow with the drawing up of an action blueprint by the Tameside Leisure Services Department.

Only the bare bones of the plan for action have so far been put to paper, but officers will be working to put some constructive flesh on the skeleton and a major priority will be to involve communities along the whole 20 miles long length of the canal.

Ian Brailsford, of Tameside Tourism Department which accepted the action plan enthusiastically, told the Narrow Canal Joint Committee:

"We must get local communities interested, involved and excited about restoration and the benefits that it can bring."

The three councils involved - Tameside, Oldham and Kirklees - plus the Colne Valley Trust, the National Trust, Saddleworth Tourism Association and English Nature, have been involved in talks about the potential of development and what steps should be taken to turn words into constructive reality.

Basic moves have been suggested. These include the adoption of a logo, the preparation of a Tow Path Guide, the drawing up of promotional leaflets, preparation of a 'What's On' calendar, community newsletter, towpath-based interpretative boards, printing of special promotional 'TIDI' cards produced by Tourists Boards and displayed at hotels, leisure centres and other outlets, and possibly targeted advertising in tourism and leisure periodicals.

Key elements of the development strategy will be canal boating, enjoyment of the countryside and wildlife, heritage attractions, education (particularly for children), special events and, of course, festivals.

The action plan succinctly put the intention behind the joint move as *"Ultimately the aim is to highlight to people in Ashton that they have something in common with people living 20 miles away in Huddersfield - a unique waterway."*

But what about cash? Well, the cost will not be high - hopefully only a few thousand pounds - and an offer of financial help will, hopefully, be coming from a non local authority body. And it is visualised that successful early marketing of the Tow Path Guide will bring in revenue for future projects.

Said HCS Chairman, David Sumner:

"This marketing initiative is another chapter in the history of an exciting adventure which started slowly, but has steadily picked up momentum and support."

His message to people interested in the latest promotional move, and including industry, was:

"Come and join us. You will find it enjoyable and worthwhile."

British Waterways Regional Manager, Derek Cochrane, welcomed the initiative and stressed the importance of strong community support.

"We must have that if we are to maximise the potential of the waterway for leisure and recreation."

Other views:

"An excellent idea and we must get both the people and business interests involved. There are international companies operating in Tameside and I am sure that active participation could be a profitable venture for them. We must involve private industry, although the priority must be to bring the public in."

Councillor Jeff Brierley (Tameside)

"We want everybody to get involved in a tremendously exciting scheme - from the Rotary Club to the Labour Club. The potential of restoration is very broad and the benefits will be there for all, including, of course, much needed jobs."

Councillor John Crowther (Oldham), Chairman of the Joint Committee

"This exciting project has tremendous potential. It will mean a vastly improved environment and it is crucial that individuals, voluntary groups, local authorities and the private business sector should be closely involved."

Councillor Les Preece (Kirklees)

The feasibility of a Pennine waterway walk is to be investigated as part of the 'togetherness' idea. Suggested idea for the slogan? Huddersfield Narrow Canal - The Pennine Waterway."

ALEC RAMSDEN

VOLUNTEERS REQUIRED

The Society needs volunteers at weekends to help crew our trip boat based in Ashton-u-Lyne.

No experience is required as full training will be given. Crewing is divided between the skipper - steering the boat & engine maintenance, and cabin crew - looking after the passengers.

If you would like to help, please write to the office or telephone any one of the following:

Bob Maycock	0706 845246 (Home)
Alan Knott	061 338 4328 (Home)
Frank Smith	061 339 1332 (HCS Office)

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 Autumn 1992 issue of Pennine Link should reach the Editor by the 17th July









Huddersfield Narrow Canal

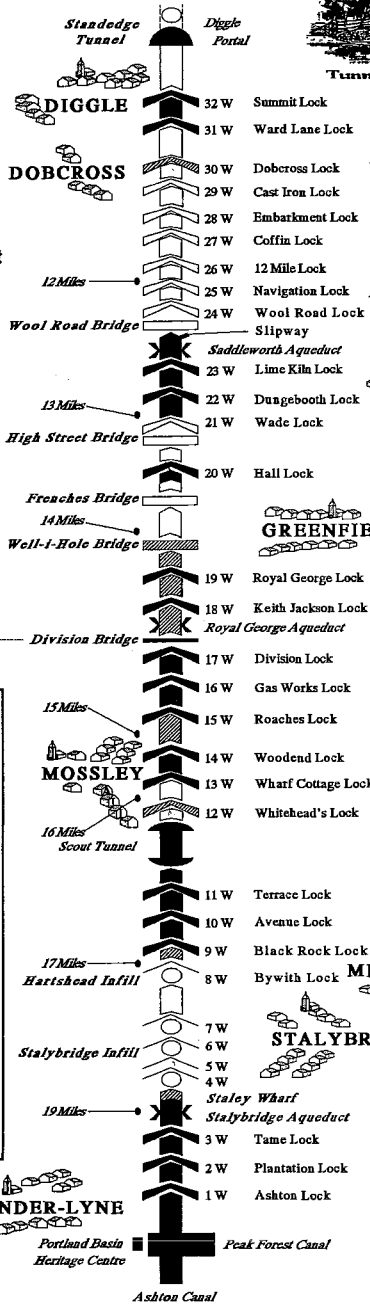
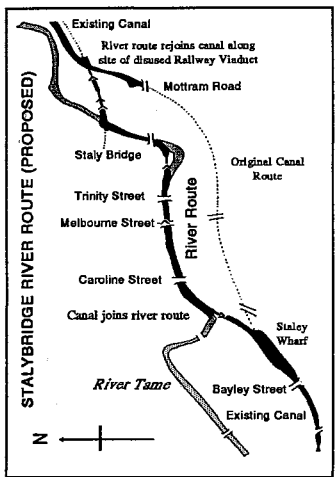
West Side

Restoration Progress

June 1992

Legend

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



NOT TO SCALE

JOIN NOW!

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

I/We wish to join the Huddersfield Canal Society.

(Please PRINT)

Name(s)

Address

Postcode Telephone

Occupation

Subscription £ Donation £

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

MEMBERSHIP RATES: Individual: £8.00; Family: £10.00;
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If elected, I/we agree to abide by the Memorandum and Articles of
Association of the Company.

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

'SPECIAL OCCASION' OFFER

At last..... the most imaginative anniversary present for the person who has everything.

A year's subscription to the Huddersfield Canal Society will make an ideal alternative gift.

Individual Membership £8.00 - Family Membership £10.00

For an additional £3.00 the Society will include a copy of Pennine Passage, an illustrated history of the Huddersfield Narrow Canal. (Normally retails at £5.95.)

For delivery, please complete in BLOCK CAPITALS the section below and return to the Society's office, allowing 14 days for processing.

Cheques should be made payable to Huddersfield Canal Society Limited.

[Cut here]

*Return to: Huddersfield Canal Society Ltd
239 Mossley Road, Ashton-under-Lyne, Lancs. OL6 6LN*

I/We would like to order: Individual Membership
 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.)
.....
.....

Please indicate, by ticking box A or B, where you wish the Membership package to be sent.

PAYMENT ENCLOSED £ *Cheque/PO/Cash (Delete as appropriate)

TRADE STALLS RULES AND REGULATIONS

1. Prices quoted are for the weekend.
2. Chairs are NOT provided.
3. At the discretion of the Committee, no more than TWO identical trade stalls will be allowed.
4. Will Charities please note that the more original you are, the more likely you'll make a good sum of money. At the discretion of the Committee, no more than TWO identical games will be allowed.
5. Huddersfield Canal Society Ltd. (the organisers) reserve the right, at any time, to refuse or cancel a booking without any reason for doing so, in which case, any booking fee will be returned in full. The organisers, at their absolute discretion, also reserve the right to cancel all or part of the Festival arrangements without prior notice, although every endeavour will be made to inform stallholders as soon as possible. Compensation in such an event will be limited to the amount of booking fee paid, or part thereof, at the organisers' discretion.
6. The booking fee is payable in advance. Failure to do so will result in the space being re-let. Refunds will not normally be given in the event of a stallholder cancelling his/her booking.
7. The organisers shall not be liable to the hirer for any claim in respect of personal injury (whether fatal or otherwise), loss of or damage to property, or any other loss, damage, costs or expenses which may arise in consequence of the letting of the stall save where such injury, loss or damage is caused by the negligence of the Society, their servants or their agents. The hirer shall indemnify the Society in respect of any such claim.
8. The event will be held at the Polytechnic Site, Aspley. Further details nearer the event.
9. As the site is a tarmac one, please note that tent pegs cannot (AND MUST NOT) be used. Safe erection of stalls is entirely the responsibility of the stallholder.
10. No living animal, fish or poultry must form any part of any stall, whether for resale or as prizes.

We intend to publish a recipe book which will be on sale at the Festival. If you have a favourite recipe (for food, beer, wine, confectionery, etc.) we would be grateful to receive them. In the event of too many donations, those with a canal theme will be given preference.

All published recipes will be credited to the donating society or business.

The booklet will be A5 size (210mm x 148mm) and will be sponsored by selling advertising space at the following rates:

Cover: Outside (full) - £100, Inside (full) - £50

Inside pages: Full - £20; Half - £15; Quarter - £10.

Please contact Dave or Diane Calverley if you are interested.

If you would like to become more actively involved in the Society's work and activities, please indicate your areas of interest:

Physical Restoration Manning Sales Stand/Exhibition Festivals

Boat Crew/Maintenance Writing Articles for Pennine Link

Others

If you have an occupation, interest, or hobby that you think might be relevant to the Society, and would be willing to offer your services, please give details:

.....

THERE IS NO OBLIGATION, NON-ACTIVE MEMBERS ARE JUST AS WELCOME



HUDDERSFIELD CANALS FESTIVAL

Patron: Viscount Lewisham President: Tom Megahy MEP Chairman: Ian France

Saturday 5th & Sunday 6th September 1992
Polytechnic Site, Wakefield Road, Aspley

STALLS BOOKING FORM

	Table in Marquee (6 ft)	Own Stall/Caravan* (20 ft max)
Craft/Skill Demonstration	£5	Free
Trade	£33	£27
Voluntary Organisation	£33	£12

*Please circle Stall or Caravan and Fee as appropriate **AND DIMENSIONS REQUIRED**

Extra frontage can be acquired at £5 per 5ft space; I will require 5ft space(s)

Name of Organisation/Business:

Name of Contact:

Address:

.....

Post Code:

Tel:

Nature of Organisation/Business:

Items sold (Trade only):

Games/Items sold (Charity only):

Craft Demonstrated (Charity only):

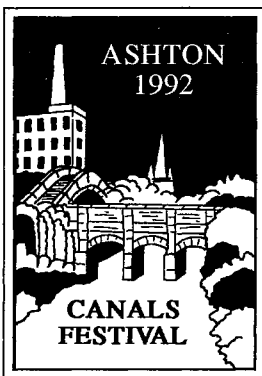
Please state any special requirements:

On behalf of the above Society/Business I agree to abide by the rules and regulations laid down by the Huddersfield Canal Society Ltd.

Signed: Position:

Please make cheques payable to 'Huddersfield Canals Festival'. If you require an acknowledgement of your booking, please enclose a SAE. Further details, together with a site plan, will be forwarded in July.

Please reply to: Mr & Mrs Calverley, 1 Park Lane, Golcar, Huddersfield, HD7 4HU.
Tel: 0484 658889 or 0484 653997



ASHTON CANALS FESTIVAL 1992

July 10, 11 & 12

BOAT ENTRY FORM

Please note, moorings will be allocated on a 'first come, first served' basis, on the section of your choice. These are:

Peak Forest, Ashton Canal - Manchester side, Ashton Canal - Stalybridge side
Boats from clubs etc., wishing to moor together, please indicate on the entry form and send all the forms together; we will do our best to comply.

Boats must carry Third Party Insurance up to £1/4 million and a valid BW licence.

Concessionary Rochdale Nine Fee effective from Saturday, 4th July to Sunday, 19th July. Boats *must* be booked via ACF entry form.



PLEASE DETACH AND SEND BOTTOM HALF ONLY

NAME BOAT NAME

ADDRESS LENGTH ft. in. TYPE

ACCESS:(Tick) FRONT REAR CENTRE

PREFERRED MOORING LOCATION AND ANY
SPECIFIC MOORING REQUEST (BOAT CLUB ETC)

P.FOREST ASHTON/MAN. ASHTON/ST.

PHONE WITH

MEMBER OF BOAT CLUB/ASSOCIATION

NUMBER OF CREW

COMMEMORATIVE ETCHED TANKARD(S) REQUIRED NO YES QTY

ENTRY FEE £10.00

Etched Tankard(s) at £3.00 each

Rochdale Nine Fee £15.00

TOTAL £

(Please make cheques payable to Ashton Canals Festival 1992)

Send to: Mr A.P. Ogborn
92 Lane Head Road
Lees, Oldham, Lancs.
Tel: 061-624-0736

OFFICIAL USE
Date Recvd
Mooring No.



HUDDERSFIELD CANALS FESTIVAL 1992

September 5th & 6th

BOAT ENTRY FORM

Please note, moorings will be allocated on a 'first come, first served' basis.

Boats from clubs etc., wishing to moor together, please indicate on the entry form and send all the forms together; we will do our best to comply.

Boats must carry Third Party Insurance and a valid BW licence.

The Huddersfield Canals Festival Committee can accept no responsibility for any damages or loss which may occur at the Festival.

✂ _____ PLEASE DETACH AND SEND BOTTOM HALF ONLY _____

NAME _____ BOAT NAME _____

ADDRESS _____ LENGTH _____ ft. _____ in. TYPE _____

ACCESS:(Tick) FRONT REAR CENTRE

PHONE _____ MOORING WITH _____

MEMBER OF BOAT CLUB/ASSOCIATION _____

NUMBER OF CREW _____

MOORING FEE (Includes plaque) £5.00 (Please make cheques payable to Huddersfield Canals Festival)

Send to:	Tom Richardson 74 Broad Oak Linthwaite Huddersfield West Yorkshire HD7 5TE Tel: (0484) 643188
----------	--

OFFICIAL USE
Mooring No
Date Recd.

H.C.S TIE (Air Force Blue with Yellow logo) £5.95 inc. p&p

BOOKS

Pennine Passage - a Short History of the H.N.C.	£5.95 + 0.95 p&p
Pennine Link - Tunnel Survey Special	£1.00 + 0.95 p&p
The Rochdale Canal Book	£1.00 + 0.65 p&p
Walkers' Guide to the Lancaster Canal	£4.95 + 0.70 p&p
Narrowboats at Work (Paperback) - Michael Ware	£7.99 + 1.40 p&p
The Aire & Calder Navigation	£4.95 + 0.80 p&p
Canals & Waterways - A History in Camera	£3.95 + 0.80 p&p
Observers Book of Canals	£3.95 + 0.50 p&p
Roses & Castles	£2.25 + 0.65 p&p
Discovering Canals in Britain	£1.95 + 0.50 p&p
A Short History of the Narrowboat	£1.99 + 0.65 p&p
Canal Barges & Narrowboats	£1.75 + 0.65 p&p
Canal Architecture	£1.75 + 0.65 p&p
Discovering Lost Canals	£1.50 + 0.65 p&p
The Story of our Canals (Ladybird)	£1.20 + 0.65 p&p
Lancashire Waterways - <i>Special Offer</i>	£0.85 + 0.50 p&p

HCS Sweatshirts; sizes: S,M,L,XL & XXL £12.00 + 0.95 p&p

HCS Tee Shirts; sizes: S,M,L & XL £6.50 + 0.70 p&p

PLATES (Available from Tunnel End and HCS Office)

Tunnel End (Marsden) £6.00

Dungebooth (Uppermill) £6.00

Tumbridge (Huddersfield) £6.00

VIDEO "The Impossible Restoration" £11.99 + 1.00 p&p

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SALES ORDER FORM

Please send me:-

ITEM	QTY	Cost & Postage
TOTAL		

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Address:

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Postcode

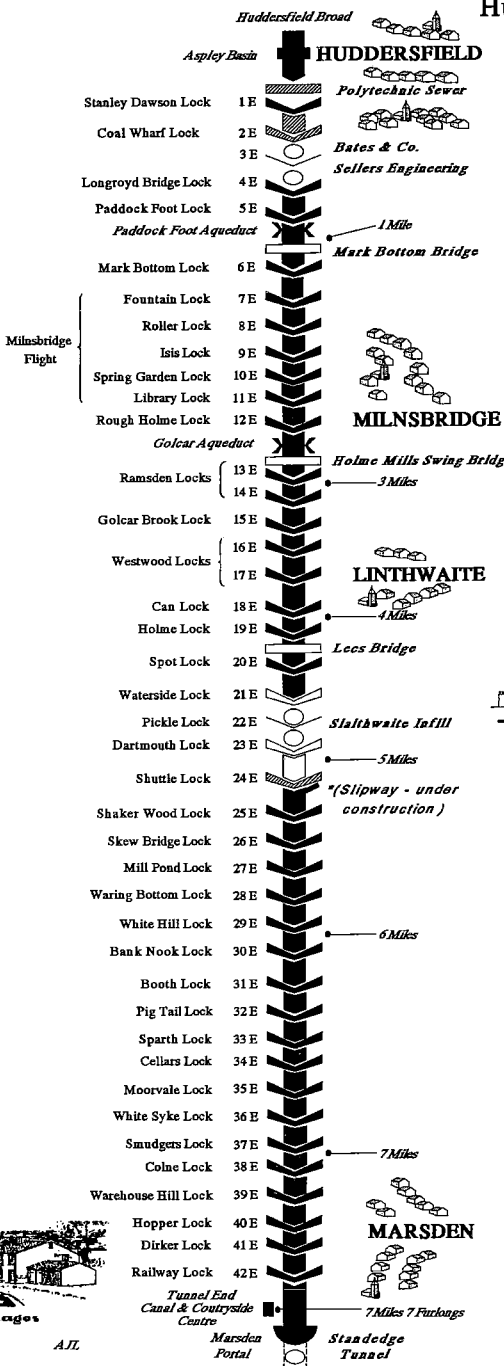
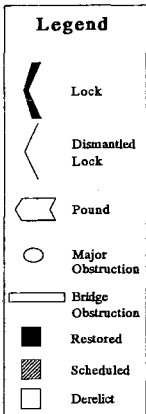
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12 Shaw Hall Close,
Greenfield,
Oldham,
OL3 7PG



Huddersfield Narrow Canal East Side

Restoration Progress
June 1992



A.J.L.

NOT TO SCALE

Facts & Figures

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

HUDDERSFIELD NARROW TO HORUS'S NILE!



HORUS - The falcon headed god
(who seemed to rear his head everywhere we travelled!)

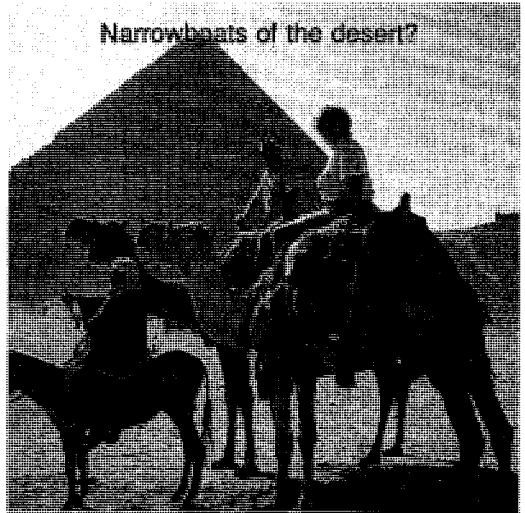
NEVER in a million years would we have thought that while holidaying in the Land of the Pharaohs would we become obsessed with taking photographs of the lock systems of the NILE!

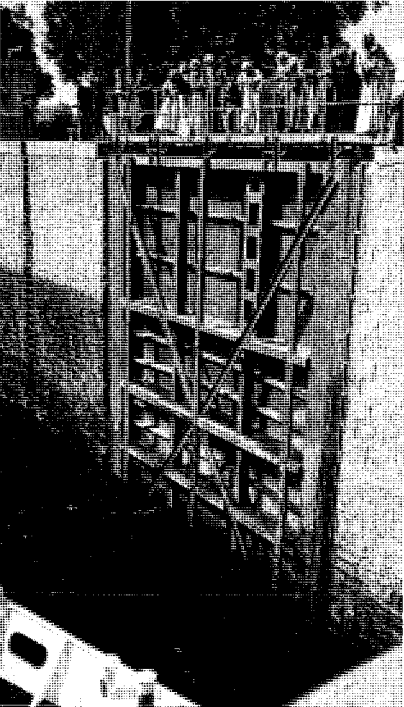
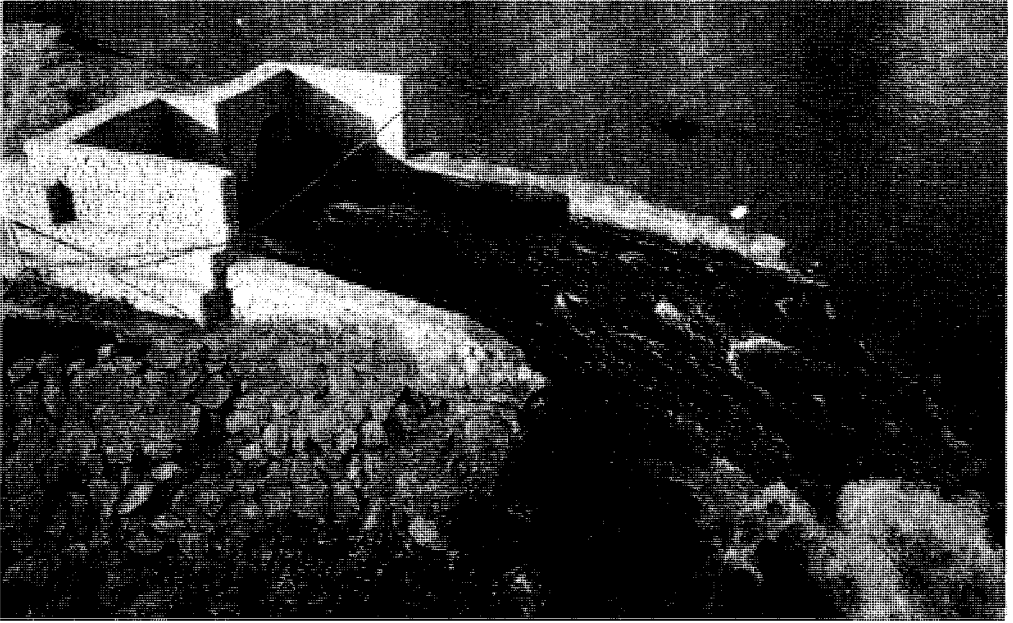
Coupled with our newly acquired interest in all things ancient and Egyptian was an urge to take in the less picturesque aspects of the Nile - the locks - which allow the many tourist boats (and local industrial water traffic) to negotiate the sometimes restricted water levels which are governed by the Aswan High Dam sited some 600 miles upstream from Cairo.

The High Dam, which was completed in 1964, was a mammoth project aimed at controlling the flow of the Nile throughout the year. It provides hydro-electricity to the entire Egyptian population of 57 million and prevented flooding which drowned crops and led to famine. The project has had certain benefits for agriculture - no longer are there annual floods, but water levels do, at times, remain restricted. While our cruise boat was not a victim of shallow waters, others were. We saw them shudder as they touched down on a sandbank (British Waterways take note). Not surprising, given that the rain in most of Egypt falls only once in every fifteen years. How dependant the population are on their waterway - the Nile.

To conclude, we pose a question. Can we attribute our Egyptian interest in locks/rivers/bridges to our involvement with the Society? We believe so, for it grows on you and becomes more interesting (and worthwhile) the more you learn of the intricate system we must help to restore.

JOHN & JOSEPHINE YOUNG





Above: 'Bywash by 'eck!' (Naghamadi, Middle Egypt).

Left: 'Alright you lot, get on that balance beam' (Gates at Esna).

Below: And Trevor was wondering what project came after Diggle! (Naghamadi).

Photos: J & J Young



JUST a reminder of the West Side Programme for the Summer Months.

With the kind consent of John Bradbury, we have the second members' boat trip on 'Pennine Moonraker' at Uppermill on June 10th; assemble at the museum car park at 7.45pm for an 8.00pm departure.

July 8th sees a General Meeting at the Tollemache Arms, Mossley, at 8.00pm.

Dual members of the Manchester, Bolton & Bury Canal Society will note our visit to that canal on the 12th of August. Please ensure the success of this visit by making an effort to attend. The venue is the canal bridge at the junction of Radcliffe Road and Water Street in the centre of Radcliffe; there is an adjacent car park. Leave the M62 motorway at Junction 17 and follow the A56 and A665 for Radcliffe town centre, (refer to pages 29 and 19 of the Manchester A-Z). Please arrive for for 7.45pm at the latest, for an 8.00pm start.

September 9th again sees us at the Tollemache Arms, Mossley, for a General Meeting.

For October, we have a lecture by Bill Wappett of the Lancaster Canal Trust, entitled 'Beyond Tewitfield', it will take place at the Cross Keys, Uppermill, on the 14th at 8.00pm.

More of the Winter programme in Issue 103.

JACK CARR
WEST SIDE CHAIRMAN



FLASHBACK ...

A trip boat called 'Stan'

Early this year the Huddersfield Canal Society bought a scaled-down version of a traditional narrowboat from the Grantham Canal Society to use for trips on the Huddersfield Narrow Canal as part of the campaign to increase public awareness of the need for restoration.

The boat has now been refurbished and renamed. It was christened "Stan" - short for Standedge Tunnel - at an official ceremony performed by Richard Wainwright the MP for Colne Valley who is on the far right of our picture. The refurbishing has included replacing an old petrol engine with an electric motor obtained from a fork lift truck.

Reprinted from Canal & Riverboat, December 1980

THE NEW YEAR saw us off to a rip-roaring start with John Sully, and HCS Council member and former West Yorkshire Councillor, taking us on a trip around the Huddersfield and Rochdale Canals. He presented many 'before and after' slides of the Rochdale, explaining how many obstacles had been overcome. The transformation in places has been tremendous.

The restoration of our own canal has been no less spectacular, in fact the opposite is true. Nevertheless, he showed us scenes which still require work and proffered his own solution for surmounting the existing problems. Thank you John for a thoroughly entertaining flit around the future Pennine Ring.

A person who has had his finger on the pulse of our favourite restoration project more than most is Frank Smith. Frank is the General Secretary of the Society and deals with office administration.

In February, not only did Frank give a marvellous up-date of what is currently happening, he also astounded everyone present with his thorough working knowledge of the canal's history. Did you know, for example, that there is a slipway at Whitelands Tunnel, near Portland Basin, which is for horses? No? Neither did the assembled throng! It was put there so that if a horse fell into the canal, it would be able to walk out again without its handlers having to resort to a winch!

A mix-up over dates with our booked speaker, saw us (Dave and Diane) give one of our almost impromptu presentations in March. We decided that we would show people round two of the biggest Society events of '91; the Huddersfield Canals Festival (5th & 6th September this year folks) and the launching of the Marsden Shuttle by David Essex.

The annual Quiz in April left the audience shouting for more! So easy were the questions that every team answered at least one from each round! However, apologies are in order to Gordon and Irene Calverley (no relation). They swotted up on their canals only to discover that we had not put any such questions in!

To date, this year, we have had a dozen new visitors to our meetings. A trend we are all extremely pleased with. Without exception, they have all returned to a further gathering, hopefully showing that the 'Wheel Crowd' are quite an amenable lot!

Future Meetings.

Thursday July 9th. A car rally.

The first car will depart from The Wheel at 7.00pm. We shall end up at the **** Inn, where a light supper will be available at £1.50 per person. (Is there anybody out there who would like the challenge of setting the course?)

Thursday August 13th. A trip on the Marsden Shuttle.

Meet at Tunnel End at 7.00pm. We intend going down a lock or three. Why not join us so that you can say that you have cruised along the almost open Huddersfield Narrow Canal?

Thursday September 10th. East Side AGM.

A (very short) East Side AGM - to give people the chance to take over from us. This will be followed by a Canal Forum, featuring David Sumner (HCS Chairman) and, subject to confirmation, representatives from BWB and the IWA. Dare you ask them questions which they will have to consider whether to answer or not? Come along and make it an interesting and provocative meeting.

Volunteers wanted.

Unfortunately, due to the fact that we have recently set up a photographic business, we are having to cancel our Sunday Social meetings as a lot of our work takes place on this day. Sorry to disappoint everyone. However, if there is someone out there who can take on this mantle we will give you all the help we can. Over to you, Mr & Mrs Member.

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A message from Toepath '92 Co-ordinator, Richard Bussey

Dear Member

Enclosed with this edition of Pennine Link you will find the Brochure and Sponsorship Form for Toepath '92.

How many times have you thought, 'How can I contribute effectively to the Society?' well now here is your chance!!

Last year's Toepath event earned the Society over £1,500 with everyone having a super day out in wonderful Autumn sunshine. But it was achieved with less than sensational support from the Members!!

This year we aim to earn over £3,000 for HCS and your support is vital.

Please make a note in your busy diaries to walk with us on Sunday, 4th October.

Prizes and trophies are again on offer this year and refreshment stops, both non-alcoholic and otherwise, are plentiful.

Sponsorship is only to be obtained on the official forms, so if you can get the whole family to enjoy the day out, you'll need to phone me to get more forms.

Please use this day to really demonstrate the spirit of the Society and our determination to see the through passage completed.

Thank you.

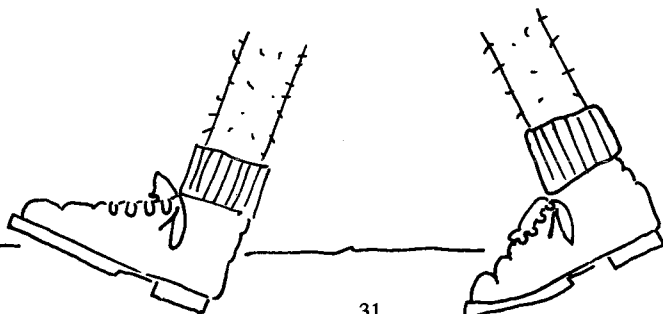
For details phone: 0484 607668

Yours sincerely



RICHARD BUSSEY

Co-ordinator, Toepath '92



"Just watch out for the rope lurking below the surface and the old railway sleepers sticking out from the towpath."

THESE were the opening words of Ian France, regular skipper of the Marsden Shuttle, as he commenced a training day with volunteer crew members at Tunnel End. The above were just two of the hazards together with a sunken dustbin and low headroom at the footbridge that crew were warned about as Ian 'showed them the ropes'.

Two training days were held at Marsden recently to prepare voluntary crew members in the safe handling of the trip boats Marsden Shuttle and Greater Manchester at Portland Basin. Public trips are now being held every Saturday and Sunday with an expected increase in mid-week bookings as publicity and marketing takes on a higher profile.

Bob Maycock, as described in the last issue, has this year shared his responsibilities with other regular crew members as the trip boats play a more prominent role in highlighting the Society's aims. Bob is ensuring that the highest safety standards are complied with and generally oversees training and boat co-ordination, whilst Peter Ruffley is contacting all the schools and organisations in the area to promote charter trips. Ian France and David Muir are responsible for keeping the boats on the move, while I arrange for the crewing of boats on each sailing day.

Whilst most crew members are experienced helmsmen and women, it is essential they learn the peculiarities of each boat and what to do should something go wrong!

With the help of Marion Crabtree in preparing fact sheets relating to each stretch of canal navigated, crew members are now able to give a commentary to passengers by use of the P.A. Systems fitted to both boats. Leaflets are also available on board encouraging the booking of charter trips and membership of the Society.

Should you wish to organise a mid-week trip or evening cruise for any social group, contact General Secretary Frank Smith at the H.C.S. office. If you can help in skipping and crewing the boats, experience not essential, please phone me on the number below indicating which days of the week you are available. As always, your help will be greatly appreciated.

ALLAN KNOTT
BOAT CREW ORGANISER
061-338-4328

Any more Fares Please?

Volunteers who run the Society's trip boats, The Greater Manchester and The Marsden Shuttle, will soon be armed with their own ticket machines. Supplied at a bargain price, the Society is grateful to Greater Manchester Transport for providing the machines from their redundant stock.

Shire Cruisers



The Wharf
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West Yorkshire HX6 2AG
Tel: Halifax (0422) 832712

The secret may not last

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

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

YORKSHIRE'S LARGEST HIRE FLEET

TOP LOCK MARINE



M.D. & A.M. Allcard

THE FOUR SEASONS RESTAURANT BOAT

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Photo: R. Gough

Participants laying a new towpath

KEITH GIBSON reported in the last issue of Pennine Link the Society's decision to participate in the Government's Employment Action programme, known locally as 'Pathway'. Via Manchester TEC, the Society has an allocation of 35 places and currently have 27 participants in post.

The scheme aims to increase the opportunities and support available to unemployed people and help contribute towards projects of

value to the community. Participants have the opportunity to learn new skills, keep existing skills up to date and produce their work history/curriculum vitae prior to applying for permanent work. The Society gives assistance with travel costs and via regular job search training sessions help the participants in their quest for jobs.

The majority of participants have been involved in the reconstruction of the towpath from Lock 16W to Lock 19W, together with associated landscaping projects.

Below we have reproduced statements from two of our participants, giving their views on the programme and the Society.

STEVE WHITBY

What the Participants say:

"Since I started Employment Action with H.C.S. Restoration Ltd. I have had a varied and enjoyable experience. As a draughtsman, I was able to measure up and draw plans for the Lock Keepers cottage at Lock 1 which is to be used for future offices.

I have had my fair share of digging and barrowing, especially on the reconstruction of the towpath between Division Bridge and Lock 19W, have used the vibrating roller and driven the wagon on a number of occasions.

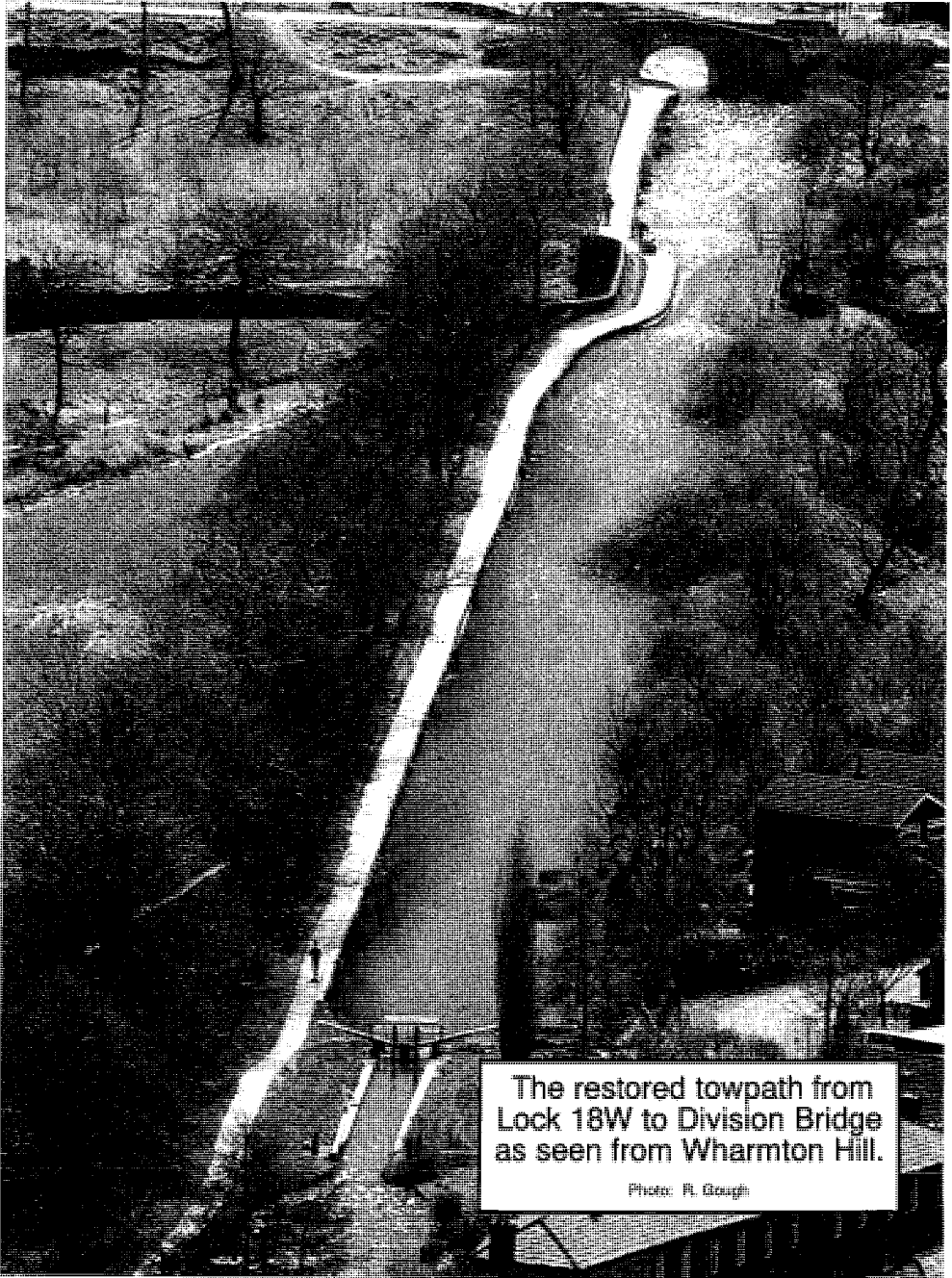
I have been involved in work at various locations along the canal and each time I feel our efforts have been really worthwhile, resulting in a notable improvement to the canalside environment for all to enjoy"

Frank Gough.

"I feel that the restoration work being carried out by H.C.S. on the canal to be very important, more important than the community as a whole would think at the present. In the not too distant future, oil is going to run out and therefore what alternative transport is there going to be? Not a lot of choice! Therefore I see the canals coming back into their own.

As a participant on Employment Action doing office work, I feel that with the help of everybody at H.C.S. I am now part of the community again and have been able to brush up my old office skills together with learning new ones."

Tony Harrison.



The restored towpath from Lock 18W to Division Bridge as seen from Wharmton Hill.

Photos: R. Gough



TAMESIDE CANALS FESTIVAL 1992

YOU! YES YOU! YOU OUT THERE!

We've booked the site. We've booked the weather (placed the order for that in January - got in before the rush). We've booked some of the best entertainers in the area, Folk on Friday, Altered Natives, Jazz on Saturday night, Dave Donohue Band, brass bands, steel band, The Boat Band, children's entertainers, knife thrower, singers and Morris Dancers. CAMRA will be there with more exotic brews than ever although they cannot guarantee full choice all weekend because of the high demand caused by the hot sunny weather (see above!).

Boats Officer, Alwyn thinks that boats attending will beat the record set in 1990, and certainly we can guarantee that anyone wanting a boat trip will be able to take one with Greater Manchester now being operated by the Society all weekend, at a very modest cost per passenger.

ARE YOU STILL WITH ME? GOOD! I'LL CONTINUE.

Saturday's official opening should be attended by the biggest galaxy of M.E.P.'s, M.P.'s, Mayors, Councillors and Civic Officials ever to have graced any function (in fact one wonders how the business of government both National and Local is to be carried on with all the practitioners being part of our festivities) also a host of big names from industry and commerce, who support the canal restoration. Sunday morning, as usual, our good friend and past show opener the Rev. Dennis Thomas will prove again that we bother about the spiritual side by conducting a short service for the devout on site over the weekend.

YOU STILL THERE? GOOD!

DIARY OUT

PENCIL POISED

WRITE AGAINST THE DATES:

Friday 10th July, Saturday 11th July & Sunday 12th July

"Attending Tameside Canals Festival" - and don't forget, if you want to bring your boat, ring Alwyn on 061-624 0736 (eve) and if you would like to spend the weekend in your caravan at the Festival, ring John Young on 061-624 3719.

Now that wasn't very difficult was it. Better still - ring Chairman Vince Willey on 061-330 9810 or me, on 061-789 4867, and say the simple words - "I'd like to help over the festival weekend, what can I do?" Now keep that in front of you while you dial and then the words will be exactly right. And in all seriousness - A festival is good fun, but it is twice as enjoyable when you are involved in it.

See you in July!

BRIAN MINOR
Festival Committee

SOCIETY MEMBERS attending any of the year's forthcoming canal attractions will no doubt be impressed with our new Sales Caravan - though 'caravan' is something of a misnomer for such an elegantly appointed facility. Purpose-built to the Society's specifications, it presents a professional image for Loxvend Ltd., the Society's merchandising company.

Our new Sales Officer, Gay Quilter, with husband Steve, soon mastered the company waggon; the pulling power of the Estate is just not up to towing the new trailer, especially when loaded with stock! As ever, Gay would be very pleased to hear from any members who could help with sales. Future venues are listed below and as transport would be provided, what an ideal opportunity to attend a variety of canal events and help the Society at the same time.

We currently hold about a hundred different lines for sale, but are always on the lookout for new things to sell. Perhaps you have some good ideas or work for a company producing some likely articles which would sell well. In any event, Gay would be pleased to hear from you (12 Hall Shaw Close, Greenfield, OL3 7PG, Tel: 0457 872526 - eve).

SALES CARAVAN VENUES - 1992

13-14th June	Lancaster
21st June	Droylsden Carnival
27-28th June	Tunnel End
4th July	Slaithwaite
11-12th July	Tameside Canals Festival, Ashton
25-26th July	Emley Show
8-9th August	Preston Guild
29-31st August	IWA National, Wakefield
5-6th September	Huddersfield Canals Festival
12-13th September	Castlefield
4th October	Toepath '92

TAMESIDE CANALS FESTIVAL - ASHTON '92

10th, 11th & 12th July 1992, Portland Basin, Ashton-u-Lyne

Friday 10th July

7.00 - 8.15 Children's Disco

8.30 - close Altered Natives

ENTERTAINMENT TENT

BAND TENT

THE AQUEDUCT

Saturday 11th July

1.00 - 1.30 Dan Dan

1.00 - 1.45 Mickelhurst Brass Band

1.00 - 1.30 Milltown Cloggies

1.30 - 2.00 Little Firewater

2.00 - 3.00 Boat Band

2.00 - 2.30 Milltown Cloggies

2.00 - 2.30 Mystery Hyny

3.15 - 4.00 Mickelhurst Brass Band

2.30 - 4.30 Stockport Morris

2.30 - 3.00 Dan Dan

4.00 - 5.00 Boat Band

3.00 - 3.30 Little Firewater

3.30 - 4.00 Mystery Hyny

4.00 - 4.30 Dan Dan

4.30 - 5.00 Little Firewater

7.00 - 8.15 Children's Disco

8.30 - close Dave Donohue Jazz Band

Sunday 12th July

10.45 - 12.30 Patchwork

12.30 - 1.00 Dan Dan

12.30 - 1.15 Irlam Brass Band

1.00 - 1.30 Mossley Morris Men

1.00 - 1.30 Little Firewater

1.30 - 2.00 Heys Steel Band

2.00 - 2.30 Mossley Morris Men

1.30 - 2.00 Mystery Hyny

2.00 - 2.45 Ezy Feeling

3.00 - 3.30 Mossley Morris Men

2.00 - 2.30 Dan Dan

2.45 - 3.30 Irlam Brass Band

2.30 - 3.00 Little Firewater

3.30 - 4.00 Heys Steel Band

3.00 - 3.30 Mystery Hyny

4.00 - 4.30 Ezy Feelings

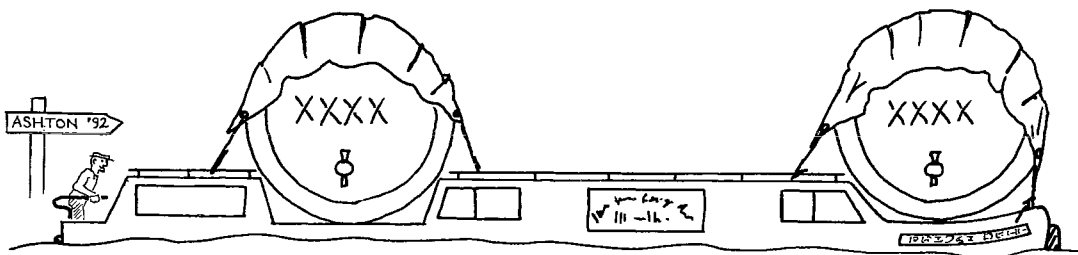
3.30 - 4.00 Dan Dan

4.00 - 4.30 Little Firewater

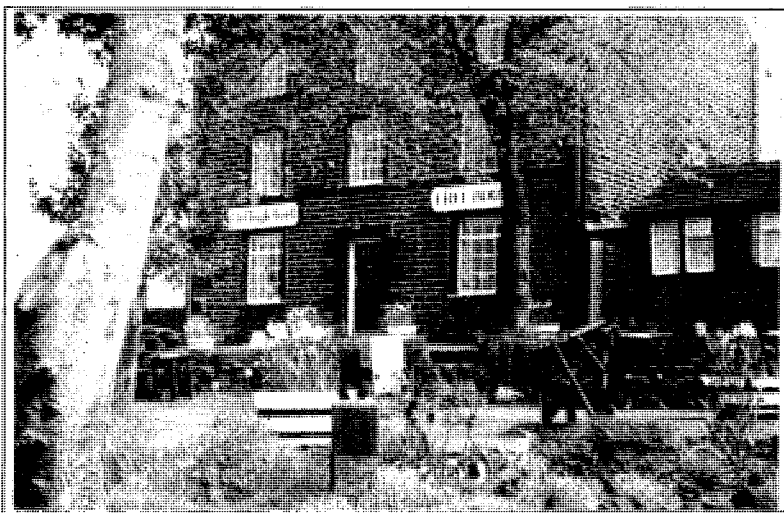
CAMRA enthusiasts and connoisseurs of the 'boudoir of the hop' will be pleased to note the following attractions at Ashton '92:

- *Lees Bitter
- *Hydes Bitter
- *Mitchells ESB
- *Dobbins Porter + Real Ginger Beer
- *Dobbins Best Bitter
- *Blue Anchor - Cornwall
- *Brakesbears Bitter - Henley on Thames
- *Fullers London Pride
- *Hook Norton Bitter - Oxford
- *Butterknowle Bitter
- *Dent Best Bitter - Carlise
- *Sedgeley Surprise - West Midlands
- *Malton Double Chance
- *Oak Special Bitter
- *Moorhouse Pendle Witch
- *Yaky Magrande (Sierra Nevada)
- *Yates Bitter - Cumbria
- *Orkney Raven Ale
- *Ringwood Bitter - New Forest
- *Holdens Dark Mild

Dobbins of Manchester will provide additional supplies if necessary!



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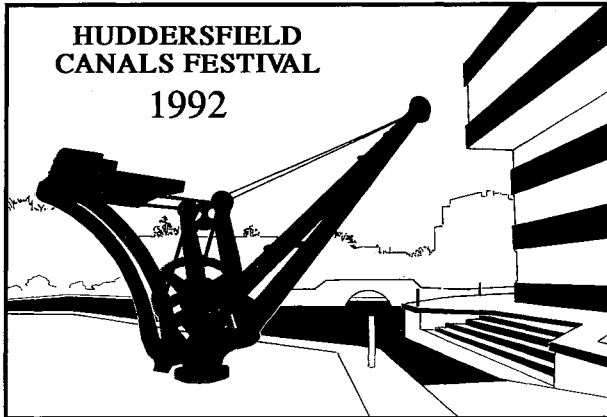
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The Diggle Hotel, Dig Lea Hamlet, Diggle, Nr. Oldham, OL3 5JZ

HUDDERSFIELD CANALS FESTIVAL**SEPTEMBER 5th & 6th***Welcome To The 1992 Huddersfield Canals Festival!*

Reflecting back several years, I remember taking an old neighbour of mine up to Sparth Reservoir near Slaithwaite, to see a lock under restoration. My immediate thoughts, being a restless soul, were that it would take forever.



Here we are in 1992 with the canal restored down to Longroyd Bridge, with only Slaithwaite and a few bridges preventing navigation all the way up to Tunnel End. Fifty one locks are now restored between Ashton and Huddersfield, with over ten miles of canal dredged to a navigable standard.

The Huddersfield Canals Festival is organised to highlight and promote the restoration of the canal and show the general public the benefits of a restored

waterway network. With attractions for all the family, we believe we can do this.

Money to host the Festival comes mainly from sponsorship and craft stalls. To make it worth their while, and ours, all that is needed is you good people to come along and give us your support. Bring friends and family in abundance and have a great day out!

The Festival committee would like to express their thanks to the following people and organisations:

Professor Durrands - Rector, University of Huddersfield.

Ruth Horsfall - Conference Administrator.

For the use of the University campus and facilities.

Danny Stead - British Waterways

Earnest Aitken - Kirklees Restoration Team.

For their team efforts in restoring and maintaining the canal, often in appalling conditions.

And finally, to all our sponsors, for without whose help and support the Festival could not take place.

Have a good weekend and we hope to see you again next year.

IAN FRANCE**Chairman, Huddersfield Festival Committee**

THIS year's Festival has been sponsored with a blank cheque by British Waterways sorry, I was dreaming of an eye-catching headline to start my preview. However, back to reality. First, the date 5th & 6th of September. Second, the place Huddersfield University (late Polytechnic) site, Aspley Basin.

Now we come to what's on offer for you lucky people. Two stars, would you believe! Our first star is a 16 year old schoolgirl from Stamford High School, Ashton. A schoolgirl from Ashton? But, she happens to be Dawn Acton, better known to you Coronation Street fanatics as Tracy Barlow. Dawn will be there on the Saturday afternoon with a whole pile of glossy photos, just waiting for you to ask her to sign.

Our next star's name may not be so familiar to all of you but, if I said Rosie & Jim or Postman Pat, it might connect. He is none other than John Cunliffe, the author of the above. John will be there sometime over the weekend, though at the time of writing, the day or days have not been confirmed. For the uninformed, Rosie & Jim are two rag dolls who live on a narrowboat named Ragdoll. John, who happens to look a little bit like Mike Harding, steers the boat. When they find something interesting, John makes a story about it, Jim draws pictures in his drawing book, and Rosie collects things in her collecting bag. So there you have it! John will be there to sign autographs, however I can't promise the same from Rosie & Jim; but I can assure you they will be there.

That's the starters. Now for the main course. Saturday morning will, of course, see the arrival of hundreds of boats. Hundreds? Well, with the National at Wakefield this year, five days previous, and us only 10 miles away, we hope, with good publicity, to attract as many boats as possible. So, if you're at the National this year with a boat, give Tom Richardson a ring on 0484 643188 and book in.

The past Festivals have shown that there has been a shortage of decent liquid refreshment (beer to the uneducated). However, this has been rectified. A hand-picked sub-committee has been working late into the night to resolve the problem. With the result that, along with CAMRA, they have got permission to hold the Huddersfield Beer Festival in the University over the Festival weekend. The beers on offer have not been selected yet, but there will be no CO₂ in sight!

At the last count, stall bookings were coming in fast and furious. The committee had decided that there would be no more than two of any kind, but owing to the number of applications, we may have to bend the rules, such is the increasing popularity of the Huddersfield Canals Festival. Just as a thought: if Ashton, Tunnel End and Huddersfield are getting bigger and bigger, why don't we have them on the same weekend and line them up along the whole length of the Huddersfield Narrow?

Swiftly, we move on to the daytime entertainment. Canal festivals wouldn't be canal festivals without the traditional brass bands. This year they are: Dobcross Youth Band, Golcar Youth Band, Dobcross Band and Vintage Brass. Two steel bands have been lined up for the weekend; the Firebirds Steel Band and Honley High Steel Band. Song and dance will be provided by Slubbing Billy, Hartshead Morris and Saddleworth Clog and Garland Dancers. Also, for your entertainment, will be Healey Karate Club, showing you what you can really do with your fists without the handicap of eight pints of strong lager! We will also be having a live display of owls and falcons. Fortunately for the owners of small dogs, they won't be flying around.

For the youngsters, there will be Punch and Judy, Alan Kee, the clown with the designer

stubble (sorry, Alan) and bouncy castles. There will also be train rides provided by Spenborough Model Railway for the little, and not so little, to ride on. A last minute booking: children's face painting and a Street Theatre Group. Once again, on the Sunday, our now famous (if only for the amount of non-starters) coaxed duck race will take place. Anyone wishing to check their form should come to Slaithwaite Festival on the 4th of July where they will have their first outing this season, on the flat, of course. I've been given the tip that number 137 is favourite to win. It happens to be the only real duck!

On the Saturday night we hope to have Gary and Vera Aspey again, although this hasn't been finalised. Now, not a lot of people turned up to see them last year, mainly because they are not so well known as say Mikron. However, ask any of the people who saw them and they will tell you how good they were. (I thought Anne Crosland had been peeling onions all evening when she came away!) So come along for the evening and see a musical comedy duo who you're not likely to forget.

There will be two other events spread over the whole weekend which were 'first time tried' last year and proved a roaring success. The first is the Waterways for Youth Passport Scheme. This IWA Scheme, has spread to a number of other canal festivals, Huddersfield being one of them. Last year there were so many applicants that the organising team were kept busy right up until the end of the Festival. This year is expected to be the same. What the youngsters will try their hands at this year is too early to say, but with prizes for completion, the team will be kept busy again.

The second continuous event over the weekend is the photo competition. This again proved a success last year with almost 100 entries and some brilliant pictures. The theme again will be anything or anybody caught by the camera over the weekend; black & white, colour or transparencies. The prizes are starting to come in and will be awarded accordingly by our professional judge. Entry forms can only be obtained at the Festival, with a limit of five entries per person. So, if you've got a camera, bring it along. You never know what you might catch in the viewfinder.

To finalise. This year, as we are expecting bumper crowds, the Festival will start on both days at 10.00 am. That means that the first traders will be arriving at 4 in the morning instead of 6. (Don't have too many in The Wheel Friday night, Dave!). So helpers will be needed. If you're an insomniac, give Dave a ring. You'll be a friend for life.

The official opening of the Festival will be at 2.00 pm on the Saturday. The celebrity to open it hasn't been picked yet as we have had so many requests ranging from Red Rum, George Bush, Saddam Hussain, to Elvis Prestley (bit 'iffy' that one), Michael Jackson and someone who just signed his name 'Charles'. However, a sub-committee has been set up to vet the applicants.

Lastly, but not least, we need YOU. To help. To spend money. To flaunt HCS sweatshirts. But mostly to be there. With your help we can make this Huddersfield Canals Festival and the newly named Huddersfield University's first event the best ever.

Further details can be obtained from:

Steve Quilter	Publicity	0457 872526 (eve)	0484 653997 (day ex Mon)
Dave Calverley	Stalls	0484 658889 (eve)	0484 653997 (day ex Mon)
Tom Richardson	Boats	0484 643188	
Brian Storey	Programme/ Advertising	0484 519970 (eve)	0484 607621 (day)

STEVE QUILTER

SATURDAY

- 10.40 Punch & Judy
11.00 Dobcross Youth Band
11.30 Slubbing Billy
12.00 Dobcross Youth Band
12.30 Slubbing Billy
1.00 Punch & Judy
1.15 Golcar Youth Band
1.45 Punch & Judy
2.00 Official opening
2.20 Firebirds Steel Band
2.50 Golcar Youth Band
3.20 Healey Karate Club
3.45 Firebirds Steel Band
4.15 Vintage Brass
8.00 Gary & Vera Aspey*

SUNDAY

- 10.40 Punch & Judy
11.00 Hartshead Morris
11.20 Punch & Judy
11.45 Hartshead Morris
12.05 Honley High Steel Band
12.35 Punch & Judy or Street Theatre*
12.50 Dobcross Band
1.20 Honley High Steel Band
1.50 Hartshead Morris
2.10 Saddleworth Clog & Garland
2.40 Dobcross Band
3.10 Duck Race
3.25 Street Theatre*
4.05 Saddleworth Clog & Garland
4.35 Punch & Judy

Throughout each day: Alan Kee (clown)

** To be confirmed*

HUDDERSFIELD CANALS FESTIVAL
CAN YOU HELP WITHOUT ATTENDING?

WITH this copy of Pennine Link you will find a booking form for stalls at our Festival. There are three categories:

- 1. Trade; where goods are sold for profit for the benefit of the trader.*
- 2. Charity; where goods are sold exclusively to help a charity.*
- 3. Demonstration; where a craft is displayed such that at no time does the exhibitor gain any reward (apart from the pleasure of taking part!).*

If you would like to take part, please return the form to me. Alternatively, if you know of anyone who would like a stall, please pass the form to her/him.

I would like to point out that the organising committee reserves the right to limit to two the number of similar stalls. This, coupled with the fact that we have received a large number of bookings already, means that we are on schedule for a bumper Festival this year, so if you want to use the enclosed form PLEASE BOOK EARLY TO AVOID DISAPPOINTMENT.

DAVE CALVERLEY

Pennine



DobX Music, in association with Loxvend, present

A Saddleworth Festival

Featuring:
The Heroic March from E...
Tamesid...

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

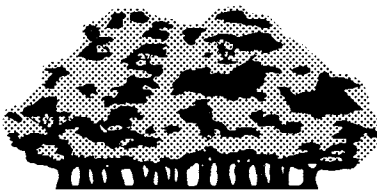
All proceeds to the Staley Wharf Appeal



DOBCROSS SILVER BAND



Available on CD @ £9.99 (p&p £1.00)
From HCS Offices in Ashton



HT Greenwood Ltd

Greenwood Personal Loans

If you're 18, a tenant or a householder you could qualify for a loan of up to £500
(Written quotations on request)

Greenwood Home Shopping

The convenience of shopping, for all the family, at home from our twice yearly catalogues

Greenwood Christmas Hampers

Spread the cost and we deliver to your door in good time for Christmas

Greenwood TV & Video Rentals

No deposit, pay-as-you-view scheme with rental payments collected
(only from selected Greenwood branches)

Details from **HT Greenwood Ltd**, 124 Stamford Street, Ashton-under-Lyne OL6 6AD
Telephone 061-308 2223

A MESSAGE FROM THE MEMBERSHIP SECRETARY

WE are still recruiting new members (and a big welcome to them) as you can see from our regular list on the inside back cover, but we still need more support, so go for it and see if you can persuade your relatives/friends/colleagues to join!

I have recently contacted some members by telephone and must say how nice it was to personalise my task by chatting to those who I have previously only known as a name on a cheque or a membership card issued via our reliable computer.

The response from members was equally rewarding even if some chose to voice their grievances and/or opinions. Good. -- If we never get to hear of these, how are we to improve the administration system currently in operation?

It was interesting to hear from one member that he did not intend renewing his membership because he considered the Society was doing so well that his support was no longer necessary. How wrong one can be! Work continues on the canal, but we are approaching the major obstacles, which means that more finance has to be found. The support of members remains vital as each additional member adds to our credibility and increases our ability to influence decisions when attempting to secure monies.

Best wishes to you all. Please write to me if you feel a membership issue needs addressing. A reply is guaranteed.

JOSEPHINE YOUNG

Editor's Note

As Jo says, membership support is vital. We need to demonstrate to the powers who hold the purse strings that the restoration effort has wide support throughout the community. That is best achieved by the solid backing of a large Society membership. People, who for one reason or another, cannot lend active support, but care enough to spend 18½ pence per week to help to reverse the mid-century destruction of our canal network.

I realise, of course, that 18½ pence per week is not necessarily an accurate figure and that many people, myself included, are members of other societies plus the IWA, so maybe the 18½ pence can become £1+. However, I plead to all existing members to renew as soon as their reminder arrives, and, if possible, introduce new members. We need our collective voice to shout not whisper, and we do not wish to fail by default.

Again, as Jo says, if you wish to raise any point about any aspect of the Society, write in to the person concerned, we welcome your letters.

ALWYN OGBORN

CROSSWORD SOLUTION

ACROSS

7. WHITWORTH 8. AMITY 10. PENNINES 11. YONDER 12. A SPA 13. MOORCOCK
 15. STEAMER 17. STABLES 20. ANNOUNCE 22. RACK 25. FENDER 26. GROUNDED
 27. AGATE 28. FREEBOARD

DOWN

1. CHEER 2. STANKS 3. TOWN LANE 4. AT A SUMP 5. MINICAB 6. STREETCHER
 9. GYRO 14. STANDEGE 16. AN ODDITY 18. TURNOVER 19. LEGGERS 21. NORE
 23. CONVOY 24. FERRY

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 1966 Mr Holroyd,
- 1967 Mr & Mrs Turner,
- 1968 Mr Calverley,
- 1969 Mr & Mrs Needham,
- 1970 Medlock Bridge Angling Club,
- 1971 Mr & Mrs Willey,
- 1972 Mr Tubman,
- 1973 Mrs Harrison,
- 1974 Mr Corcoran,
- 1975 Mr Batten,
- 1976 Mr Parrish,
- 1977 Mr Scott,
- 1978 Mr Fox,
- 1979 Mr Bennett,
- 1980 Ms Gibson,
- 1981 Mrs Smith,
- 1982 Mr Ashton,
- 1983 Mr & Mrs Levy,
- 1984 Miss Hamilton,
- 1985 Mr & Mrs Fisher,
- 1986 Mr & Mrs Lomas,
- 1987 Mr & Mrs Jones,
- 1988 Mr Makin,

BACK NUMBERS

THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:
John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire
Please send an A5 size stamped, addressed envelope (28p)

- 24, 25, 31, 36, 38
- 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
- 101

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

FORTHCOMING EVENTS - 1992**WEST SIDE**

- Wed., July 8th General Meeting, Tollemache Arms.
- Wed., August 12th Visit to Manchester, Bolton & Bury Canal Society;
tour of canal and boat trip; (details inside).
- Wed., September 9th General Meeting, Tollemache Arms.
- Wed., October 14th Presentation: 'Beyond Tewitfield' by Bill Wappett,
at the Cross Keys, Uppermill.
- Wed., November 11th General Meeting, Tollemache Arms.

EAST SIDE

- 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.
- Thurs., September 10th AGM and Canal Forum.
- Thurs., October 8th Slide Presentation.
- Thurs., November 12th Waterways Recovery Group.

* Please note: The advertised Sunday events for the East Side have had to be cancelled.

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

