



# PennineK

No. 104

Winter 1992



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## NON-COUNCIL POSTS

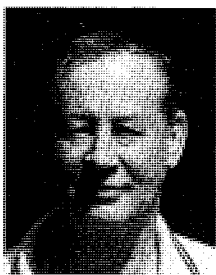
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Front Cover: A seasonal scene at Lock 31W during restoration. Photo: A. Ogborn



THE end of another year (doesn't time fly when you're having fun?), and one that will probably be recorded in history as a major turning point in the canal restoration story. I refer, of course, to D.L.G. the Governments pot of gold that promises to take care of most of the remaining restoration funding. (Fingers firmly crossed that nothing goes wrong.) Keith Gibson has another excellent piece on pages 7-12 explaining the state of affairs to date. The situation is dynamic and by the time you are reading this it will be out of date. The year 2001 is the predicted year for completion, I am not sure whether this is divine inspiration or accurate programming, but I, for one, eagerly anticipate being able to take the 'short cut' across the Pennines.

On a personal note about crossing the Pennines, I expect that readers will be totally underwhelmed to know that I managed to take my boat to both the Tameside and Huddersfield canals festivals, calling in at Wakefield and Sowerby Bridge on the way. It was a round trip from Marple of over five hundred miles via the River Trent and the Leeds & Liverpool, but I was only on board between Fradley Junction and Worsley. If 2001 comes true, Huddersfield will only be thirty miles and about three days away from the mooring at Marple. How exciting!

Now a mention in dispatches for our Sales Team who have done a sterling job of flying the flag at numerous venues throughout the season. A pat on the back for their industry and enthusiasm. The same goes for the increasing band of boat crews for passing their D.O.T. certifications and for all the trips they have run. Well done each and all.

I am going to have another little moan about the absence of letters to the Editor. As I have said before, I am always pleased to receive your views on Society activities, whether complimentary or otherwise. So please drop me a line, hand written will do, it doesn't have to be typed.

I was hoping to have some news on the 'Toepath' walk, but since this issue has to go to the printers 'like now' to be with you before Christmas, I will have to leave it until the next issue.

*A Very Merry Christmas and Happy New Year to you all.*

Alwyn Ogborn



AT the Joint Committee meeting held on the 6th October, Kirklees circulated a paper which has been put to their Economic Regeneration Sub-Committee detailing a proposed programme of works to be undertaken from Derelict Land Grant (DLG). The paper is a schedule of works outlining a timetable for the completion of restoration by the year 2000. Should DLG be available, and substantial funds are required, work will start this year on Locks 1E and 2E followed by the University causeway in 1993/4. The Bates, Sellers and Haigh Mill blockages will be tackled over the years 1993 - 1998, followed by the bridges at Mark Bottoms, Holme Mills and Lees Mill. For through navigation to Marsden, we will have to wait until 2000.

Within this timescale, (1994 - 1996), it is also assumed that Standedge Tunnel will be restored following on from the ventilation survey. Now when we dovetail the two programmes East and West, we note that the Canal could be all but restored by 2000 leaving only the connection through Stalybridge to be completed.

This massive programme depends upon the continued existence of DLG or some equivalent grant which is designed for environmental schemes. We have made representations to the Department of the Environment and let our MPs know of our fears for the future of DLG under the proposed Urban Regeneration Agency. Both Graham Riddick MP and Robert Sheldon MP have written to colleagues in the Department reiterating our concerns. We welcome their support and await news. Meanwhile, more DLG schemes are receiving pre-tender approval and we are looking at sponsoring an application to restore Lock 24E now that the Kirklees scheme is coming to an end.

We hope that the impending review of public expenditure does not impact on DLG, which is an excellent pump-priming grant to release development land and, in our case, unlock additional opportunities for tourism and help 'green' the two valleys.

If we assume that DLG, or its equivalent, remains, then the only unscheduled link in the chain is Stalybridge. You will be aware of Tameside's commitment to the canal restoration. We hope to see a start on Staley Wharf in 1993, and then what? Boats will be able to cruise to Stalybridge by 1995 from Portland Basin and down from Uppermill in the same year to Mottram Road. How do the Council see a connection being made? One of the main planks in Tameside's failed City Challenge bid was the river navigation scheme. Undeterred, Councillor Roy Oldham, Michael Greenwood and colleagues met Bruce Millan, one of the Commissioners responsible for regional aid, on October 8th in Brussels. They took with them a prospectus entitled 'Vision for the Valley'. This glossy document, in which we had some input, spells out Tameside's case for continued European Regional Development Fund support. I quote from the report:

*"Our strategy is to use the Tame Valley as a focus to facilitate lasting regeneration of the heart of Tameside. The Council is committed to partnership and action involving European support, Central Government, the private sector, local groups and voluntary bodies. The Council aims to create a diverse business and residential community for the benefit of all the people who live in, work in and visit the area.*

*Existing national and local infrastructure plans mean that the benefits will not be restricted to the local community, but will spread throughout the eastern side of Greater Manchester. The tourist facilities in particular are visualised as being of benefit to people*

*across the region. The principle components will be put forward for ERDF and ESF support for the period 1994-98."*

Under the heading 'Creating the Conditions for Confidence', the report continues:

*"The restoration of the Huddersfield Narrow Canal to cruising standard linking the Cheshire Ring to the West Yorkshire canal system, resulting in considerable commercial investment opportunities along its length. This involves the canalisation of the river through the centre of Stalybridge, which will greatly increase the potential of the town to attract trade and tourism. The establishment of a marina at Staley Wharf is a key feature of the proposals, which will provide a focal point for leisure activities associated with the canal."*

So Tameside recognise the value of the restored link and furthermore Bruce Millan was impressed with their partnership approach. Glyn Ford MEP is a key player in this innovative approach and we expect to have feedback from Brussels through Glyn in the not too distant future. There are wide issues to be addressed in the Vision for the Valley and these centre on those 'EC speak' words 'additionality and subsidiarity'. The document states:

*"More decision-making powers have to be vested within the regional partnership to ensure that regionally defined economic priorities are being met. A cohesive regional strategy with full public, private and voluntary sector support will provide the framework for these decisions."*

The Society will give all its support for any strategy which achieves restoration of the canal and we will play our part in Tameside's Partnership to achieve their aims.

David Sumner



WE are finally on the last lap at Diggle. The remaining jobs are the fitting of ladders to the two Locks, 32W and 31W, and the final topsoiling of the area around 32W.

For the last few weeks we have been slowly, very slowly, cutting our way down the wall of Lock 32W, and at the time of writing, we have nearly completed the recess for the ladder. Both ladders have been temporarily installed in the lock chambers and will be moved sideways into place. Due to the length of time taken to cut out the wall, it is likely to be about the end of the year before both are complete. A fair amount of work is having to be done to clear Lock 32W of material

which had been thrown back in during the rebuilding process.

The final landscaping works are planned for November 21st and 22nd, when we will probably have a full weekend of moving soil and levelling. The removal of our temporary bridge and the tidying of the tip will complete the site.

Trevor Ellis

### **Our future working party dates are:**

December 6th

December 20th

I will not be able to publish dates and locations beyond the end of the year due to no decision having been taken about future activities. Any enquiries to Trevor Ellis on (0484) 534666.

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For some years the basic work of lock restoration, dredging, wash wall repair, towpath repair etc. has been carried out by two teams - the Kirklees Council team, supervised by Ernest Aitken in the Colne Valley, and the Society's H.C.S. Restoration Ltd. team in the Tame Valley. Both teams started as Community Programme schemes, and both were later involved in Employment Training (the Society rather more than Kirklees), and both progressed to providing full time employment. Only the Society has continued into Employment Action with around 30 participants currently employed, Kirklees preferring a larger full time workforce. All this will change now, because the Kirklees team was scheduled to have finished the lock restoration and dredging programme

and the funding provided by the Council has come to an end. The 17 employees remaining have been given redundancy notices with effect from November. The lock gate workshop at Linthwaite will remain, having been formed into a company, Concrete and Timber Services Ltd. and purchased from the Council some time ago by Ian Preston, the former bridge engineer, who was originally in control of the restoration team.

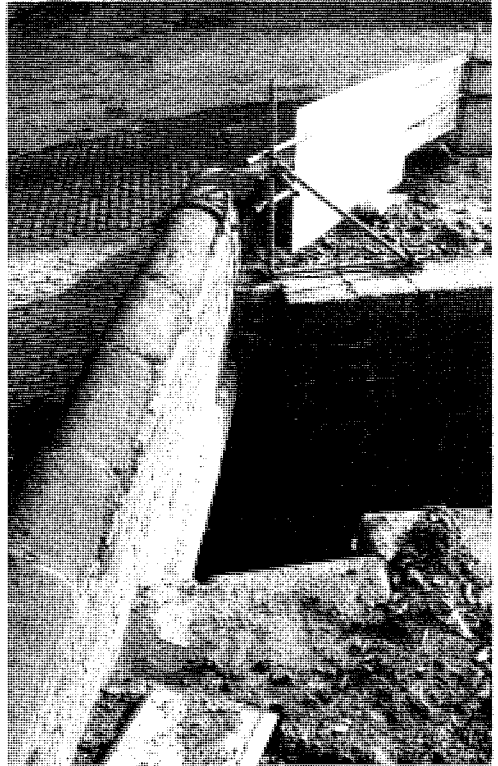
It seems appropriate to reflect on the tremendous work carried out by Ernest Aitken and his team since work began at Marsden in 1984. Thirty six locks restored, the canal dredged, wash walls rebuilt and a decent towpath between Marsden & Slaithwaite, and from Slaithwaite down through Linthwaite, Golcar and Milnsbridge to Longroyd Bridge. It's a sad occasion to see the end of this team and a difficult time for them to be facing redundancy, although the possibility of at least some of the team being redeployed to other posts by the Council remains at the time of writing. Society members will be eternally grateful for the work of the Kirklees team, to Ernest Aitken, to Ian Preston and to the council officers and members involved.

It had been intended that the Kirklees scheme finish restoring the parts of the canal remaining in water by the restoration of Lock 24E and the pound between it and the infilled section at Slaithwaite last year, but delays in completing other works with more lock rebuilding than anticipated delayed the scheme and extended its life. Although Kirklees Council were willing to fund wages up to November they were not able to fund plant and material costs this year. The Society, therefore, offered to pay up to £48,000 to allow for the completion of Lock 24E and the dredging work required. Problems in sorting out the arrangements for disposal of dredgings, and as a result of the condition of Lock 24E, now make completion of the work impracticable in the time remaining. Some dredging work is being carried out, and the cap has been removed from the Lock revealing a chamber in very poor condition. Both walls are likely to require some rebuilding. We knew that the bridge giving access to Elon Crowther's premises below the Lock had been widened over the tail of the Lock. Now that the cap has been removed, the problems of fitting traditional lock gates are obvious. Various solutions are possible, of which a guillotine gate seems likely to be the favourite, rather than restore the bridge to its original width.

When the Kirklees team leaves the site, the Society will take over the work here, and fit it into the H.C.S. Restoration programme - the first time that we have carried out work by our staff on the East of the canal in Kirklees. It is not clear at the moment when we will be able to start this work, or whether we will require extra staff nor will it be until we have sorted out the funding required in excess of the remaining money already committed to Kirklees. In order to finance the work we are applying for a Derelict Land Grant from the Yorkshire and Humberside Regional office of the Department of the Environment. As this is an extra item to



Lock 24E showing walls in poor condition



Bridge widened over 'tail' - guillotine gate required

Photos: A. Ogborn

the main Kirklees programme (see below), we have concluded in discussion with Kirklees, that it is better for the Society to apply for the grant in this case, even though that means we will (if successful) only receive an 80% grant, rather than the 100% of allowable costs awarded to Local Authority schemes in this area. We hope the success of grant applications to the North West Regional office will set a precedent for the success of this application. Looking through old issues of Pennine Link, I am conscious of the fact that throughout the time that the Kirklees team was steaming down the Colne Valley, initials such as D.L.G. have formed an important part of the success of the campaign to restore the Huddersfield Narrow Canal.

Do you remember C.P. or E.T. or E.R.D.F., vital sets of letters standing for Community Programme, Employment Training and the European Regional Development Fund, all of which have played an important role in restoring the canal? Talking of E.R.D.F., I have to report that our most recent applications for European funding (see Pennine Link No. 102) towards the proposed Whitelands Canal Centre, and the conversion of the Wool Road Transhipment Warehouse to an outdoor classroom, have been grouped in the second category of voluntary sector projects in the current fund of E.R.D.F. bids and seem unlikely to succeed. Next year, different funding arrangements apply, with all schemes being considered together, rather than voluntary sector schemes having to compete for a very small part of the total fund



available. We may have more success - we are also discussing the possibility of aid from Oldham Council to the Transshipment Warehouse, and will look towards other sources of funding. Although the Whitelands Canal Centre was a non-starter in the immediate future unless we can sell our present Mossley Road base (difficult in the present climate), I still hope that we will be able to make a start on the Transshipment Shed conversion early next year. Russell Earnshaw of Architecture and Design Partnership from Holmfirth has completed the design work which is acceptable to Oldham Council as an amendment to the Planning Permission and Listed Building Consent, although new approvals will be required for the toilet block which is proposed as a small separate building.

To return to initials, the most important at present are D.L.G., standing for Derelict Land Grant, a central government grant regime administered through the regional offices of the Department of the Environment for the reclamation of derelict land. Derelict land is defined as "land so damaged by industrial or other development that it is incapable of beneficial use without treatment." Last year the Department of the Environment published a new Derelict Land Grant Advice Note which set out changes to the priorities and objectives of the D.L.G. programme. Apart from a few isolated examples where canals had been seen as part of a wider area of dereliction, canal restoration had not been eligible for D.L.G. until the publication of the new advice note. The revised priorities allow considerably greater flexibility in project selection and allow grants to be paid for canal restoration on a potentially very significant scale. A photo feature in the last issue of Pennine Link showed the first D.L.G. funded work on the canal - the H.C.S. Restoration team working under contract to Tameside M.B.C., dredging in Mossley. In general it seems likely that, with the exception of Lock 24E, the Society's future work on D.L.G. funded schemes will be under contract to the Local Authorities because that brings into play the possibility of 100% grants.

The current position with the many grant applications (no doubt out of date by the time you read this) is as follows:

## **Tameside**

### *(i) Staley Wharf:*

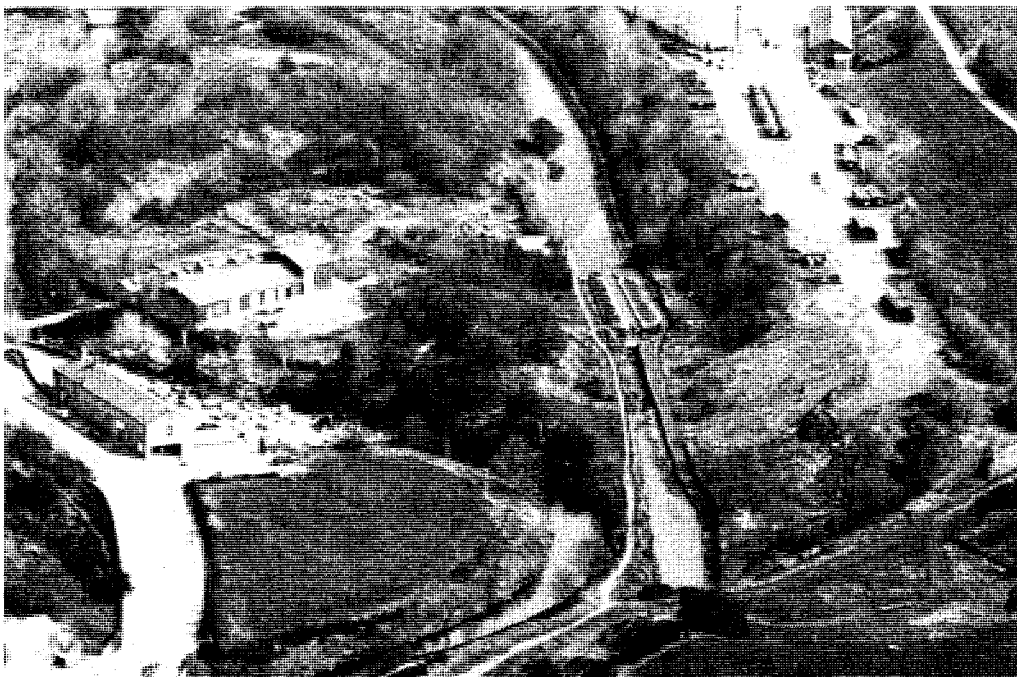
Site investigations grant (about £10,000) paid to Tameside who have now put in a pre-tender application to cover the costs of acquiring the leasehold land required back in to Council ownership, with the intention of following this up with applications for the actual works to be carried out in 1993/94. [Note: there are 2 application stages before approval of D.L.G. - the pre-tender application, followed by the tender application.]

### *(ii) Hartshead Infilled Section:*

Pre-tender application for site investigation [i.e. design] work approved, to be followed by a tender application when consultants are appointed, then applications for the actual work to be carried out by 1995.

### *(iii) Lock 12W (the Lock above Scout Tunnel):*

Restoration is difficult because the whole canal structure has slid down the hillside, as can clearly be seen looking at the distorted shape of the bank (see over). The favoured solution is to remove material from the disused railway embankment alongside the canal to reduce the pressure on the structure before restoring the Lock and the line of the canal to the tunnel mouth. A pre-tender application for land acquisition has been submitted as a preliminary to this work.



Lock 12W from the air. The distortion in the canal structure is clearly visible. Photo: R. Gough

*(iv) Dredging, wash walls, towpath etc. between Locks 12W and Lock 13W:*

Pre-tender application approved (£120,000) - Discussions with regard to charging rates and exact work to be carried out taking place between H.C.S. Restoration and Tameside prior to submission of tender application. Work to be carried out next year.

*(v) Dredging, wash walls, towpaths etc. between Lock 13W & Division Bridge:*

Current H.C.S. Restoration worksite using hired British Waterways plant. The Society are now receiving monthly payments from the D.O.E. for this work. (Total scheme cost about £80,000.)

## **Oldham**

*(i) Dredging, wash walls, towpath etc. Division Bridge to Uppermill High St:*

A continuation of the current work in Mossley, divided into three sections. Pre-tender approval received for the section between Division Bridge and Manns Wharf. Discussions taking place between Oldham Council and H.C.S. Restoration over charging rates and exact works involved prior to submission of tender application. Work will also be included to make the Royal George aqueduct watertight.

*(ii) Manns Wharf Bridge:*

Design completed by Oldham Council Engineers. Approvals looked for quickly so as to start on site with the new bridge early next year.

*(iii) Frenches Bridge:*

Design likely to be by consultants. Pre-tender application to be submitted with a view to work on site in 1993/94.

*(iv) High Street Bridge:*

H.C.S. Restoration staff have dug trial holes between the bridge and Wade Lock for Oldham Engineers to inspect the structure. Oldham are to submit a pre-tender application with a view to work being carried out to follow on from Frenches Bridge.

*(v) Wade Lock (Lock 21W):*

I am not clear yet as to whether this lock will be restored as a joint contract with the adjacent High Street Bridge, alternatively, a contract will be let for H.C.S. Restoration to carry out the work on completion of the bridge. The completion of this Lock, following the restoration of bridges and dredging work below, will open a very significant length of canal from Lock 12W through to Wool Road basin.

*(vi) Diggle flight of locks:*

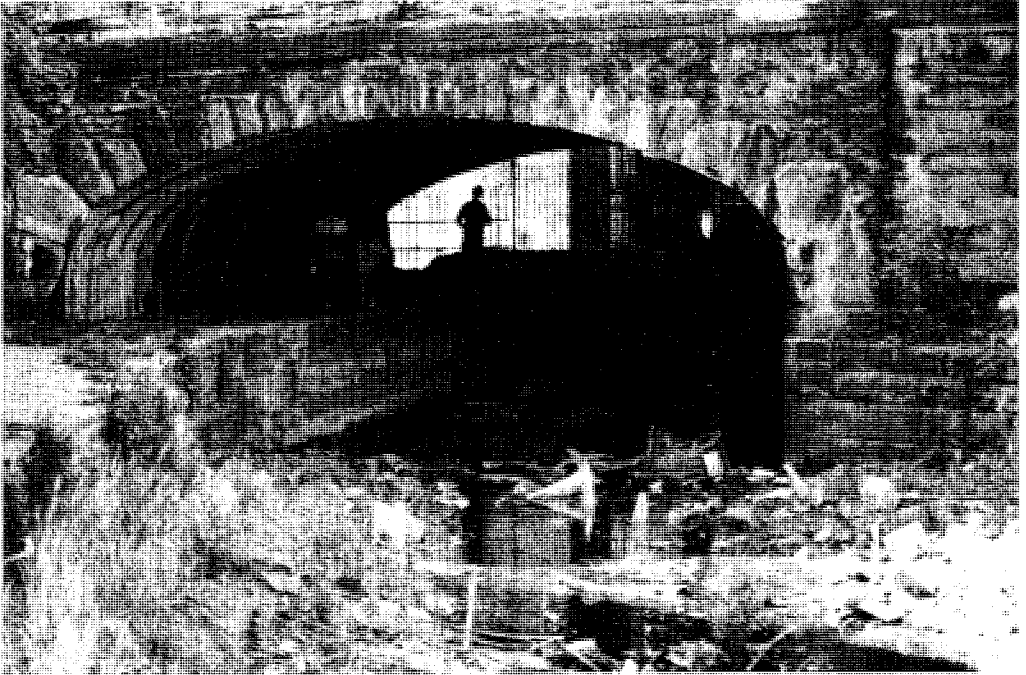
Oldham are preparing pre-tender application to include a great deal of additional landscape work on this important site. Not yet clear whether D.O.E. will accept this, or will require a more limited restoration scheme, nor is it clear whether D.O.E. will allow Oldham to offer the contract to H.C.S. Restoration without considering other tenders. That decision, and the timing of work here (presently intended to be completed in 1995), are crucial to the Society's workforce. Together with the difficulties of fitting in work on the Transshipment Shed, and on Lock 24E we cannot plan more than a few months ahead at the moment. What's new, I hear you say! I suppose all building contractors are in that position.

## **Standedge Tunnel**

Following from the Ove Arup report on the structural condition of the tunnel, a Derelict Land Grant of £150,000 has been made available to carry out a further study of the airshafts and ventilation requirements. Oldham Council have sent out tender documents to consultants. After this work has been carried out it is hoped that further grants of around £2m will be available to add to the £400,000 British Waterways have to spend to keep the water supply through the tunnel with a view to the tunnel being re-opened by 1996/97. The present £150,000 grant is from the North West Regional Office, but the grants for actual work will be split between that office and the Yorkshire & Humberside Region of the D.O.E.

## **Kirklees**

Kirklees officers have prepared a programme to submit for Derelict Land Grant which would begin with works to Locks 1E & 2E in Huddersfield, and the removal of the causeway at the University which prevents access from the Broad Canal to the Narrow Canal, following with restoration of the canal through the premises of Bates & Co., Sellers Engineers and the former Haighs Mill site (thus reconnecting the canal to the main network), rebuilding of the bridges at Mark Bottoms (Stoney Battery), Holme Mills (the swing bridge) and Lees Mill, and being completed by the year 2001 with the restoration of the canal through Slaithwaite. Once this has the approval of the Council's Economic Regeneration Sub-Committee formal discussions with the D.O.E. will begin. It is early days yet to see how the programme will be received, but the precedent set by grant approvals on the west side is useful, as is the Yorkshire &

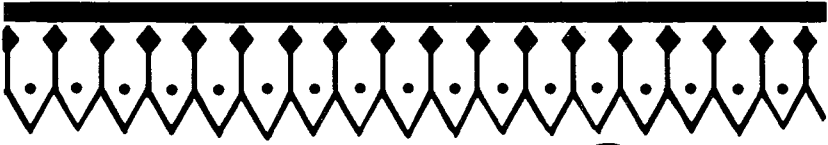


Above Lock 2E - the Bates Mill blockage. Photo: A. Ogborn

Humberside Region's decision to grant aid the vital Tuel Lane link between the Rochdale & the Calder & Hebble Canals in Sowerby Bridge.

Looking at the centrespread map you will see that if the proposed momentum is maintained and D.L.G. is made available to all of the parts of the three Council's programmes, the canal will be completely restored by 2001 apart from Stalybridge. Stalybridge is a problem of a different magnitude and with a solution to rebuild on a totally new route via the River Tame means a particularly interesting funding package will be required. It is too early to predict the sources likely to be investigated, other than saying it is obvious that a significant European element will be investigated. Despite the difficult economic circumstances, and the predictions of major public spending cuts, or the intention to transfer the operation of Derelict Land Grant from the Department of Environment to the proposed Urban Regeneration Agency, I am optimistic that the precedents have been set for very significant D.L.G. funding on the basis of the economic and environmental returns to the community, and that a solution to the funding of Stalybridge will be found, ideally to allow the new canal to be built within the same timescale as the Kirklees D.L.G. programme. This optimism must, of course, be tempered with a note of caution based on experience and the financial situation nationwide. It may be too early to predict complete restoration of the canal by the year 2001, but its a good target to aim for.

Keith Gibson.



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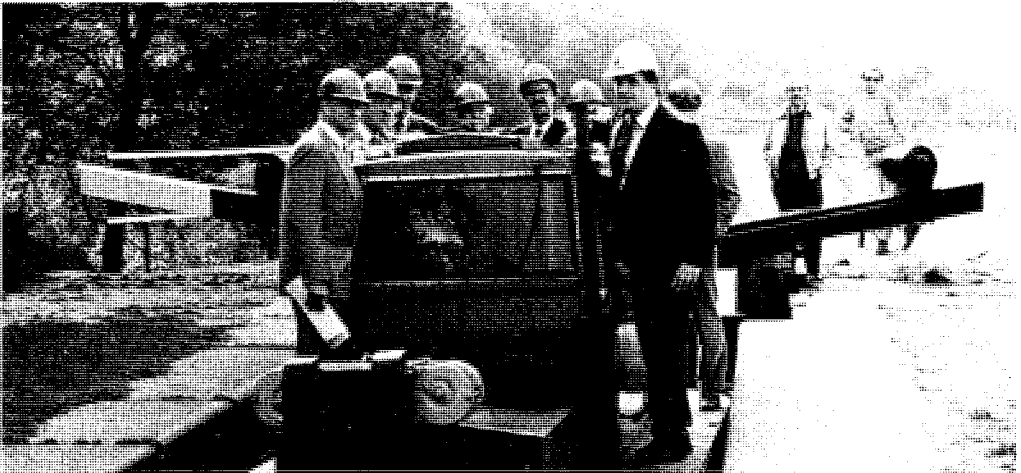
**ASHTON'S PREMIER FREEHOUSE**

## Land-scheme channel for derelict waterway

The first trip through Roaches Lock at Mossley since 1948 yesterday marked the clearance of yet another section of the Huddersfield Narrow Canal.

Ten weeks ago the stretch of canal between Milton Mill and the lock was not navigable and 5,000 tons of silt were dredged to make it possible.

The principal officer of the Department of the Environment's North West Region, Mr Tim Rouledge - standing in for his regional director, who was ill - was one of those to make the trip, with officers of Tameside Council, British Waterways and the Canal Society.



The work has been funded through the Government derelict land grant scheme and a bid will soon be submitted for backing other projects in the next financial year.

"We came along before work began so that the canal society could explain what was wanted. It is nice to come back and see what has actually happened," said Mr Rouledge.

"The use of derelict land grant for canal restoration was a new departure about a year ago. This is one of the results and I am delighted with it."

The restoration work is being done by a subsidiary of the canal society, HCS Restoration, which has just taken on two more full-time workers.

That gives a 12-strong team, headed by managing director Stephen Whitby, in addition to as many as 30 workers operating through Pathway, an employment action scheme.

"Part of the overall scheme was to bring jobs into the area," says the canal society's secretary, Mr Frank Smith, a 13th full-time worker.

The trip through the lock was on the British Waterways tug, Ashton, which has been hired by HCS Restoration to operate with a dredger and two mud-hoppers.

The previous trip through Roaches, 44 years ago, was by Robert Aickman, a founder-member of the Inland Waterways Association, on board Ailsa Craig.

*Reprinted from Oldham Evening Chronicle, Wednesday, September 30th 1992*

ANOTHER sales season draws to a close with the satisfaction that takings were well up on last year, regret that our target has not yet been reached, relief that weekends are now our own and yet with a feeling every weekend that something is missing.

We began in May, having eagerly awaited delivery of the new Sales Trailer, and proudly set off for Astley Green, only to be flagged down at Audenshaw to be told our brakes were on fire! This small matter dealt with, we continued and drew into the Red Rose Steam Museum, to find other canal societies drawn to us like 'bees to a honey pot'. With envious comments concluded, we set up, and quickly found out how little display space there was. Immediately pen and paper were employed to begin the re-designing process.

Back at the HCS yard, the stalwart carpenter, Malcolm Braddock, was set to work to build extra shelving, rails and protection for the books. He did a lovely job. With the addition of a table or two, we now manage far better than earlier in the season, although we are still asked for hotdogs from time to time!

Since that first venue, we have tried to fill as many weekends as possible. Events have included Droylsden Carnival, Lancaster Canal 200, Preston Guild, Tameside Canals Festival, Tunnel End Festival, Huddersfield Canals Festival, Dewsbury Show, the National at Wakefield, Slaithwaite Festival, the boat gathering at Sowerby Bridge, the signing of Bill Owen as member 2000, Castlefield Festival and the Toepath Walk.

The most lucrative events were, not surprisingly, those with better weather and the best was the Tunnel End Festival, where we more than trebled last year's takings. Steve also kept us going with steady sales at the Navigation Inn, Dobcross.

I could not have managed without the stalwart help of the Sales Team who gave their time freely throughout the season and contributed positively to the success of Sales. Thanks, therefore, to Steve Quilter, Eve Prugar and Jack and Janet Patterson. Invaluable help was also forthcoming from Jennifer Booth, even before she was persuaded to become a member.

Thanks, also, to all our other helpers throughout the season: John Maynard, Carol and Peter Barber (let's have your new phone number!), Doreen Travis, John

and Jo Young, Margaret Stokes, Rod and Sue Allen, Colin and Peggy Royle, Eric and Ann Crosland, John and Joan Leslie, Rod and Moira Dailey, Phyllis and Dick Jorden, Frances Sykes, Roger Froggett, Diana Monahan, Peter-John Rice, Fiona Tewson, George Officer and Helen and Katy Kingdom.

Particular thanks go to the proprietor of Sowerby Bridge Marine who not only allowed us to park the trailer in his yard overnight, but had it ready in position for us the following day. He has also bought items for re-sale and taken one of John Young's membership boxes. To any of you out there with boats who want good, friendly service, we recommend a trip over to the chandlery.

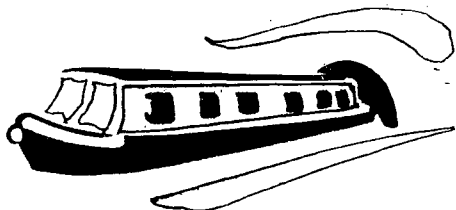
Not only has John Young made a variety of boxes for membership forms and donations, but he produced a lovely display box for the chinaware miniatures, to help deter the sticky-fingered brigade. Thanks, John.

We could not have run the Sales as smoothly as we have this season without the expertise of Dr Bob Gough who has brought Sales into the computer age, producing data from each event and sales summaries which kept track of stock and will make next year's orders more informed. He also produced our new centre spread (where did you get that photo from, Bob? *Photo: Edith Sykes, Stalybridge Photographic Club*). Don't forget, we carry much more stock than the items shown therein.

Hopefully the season is not yet over, as we hope to find venues up to Christmas. By the way, if you know of a suitable venue for next season, please let me know as there are some weekends where we are twiddling our thumbs in frustration and I even have time to mow the lawn. Don't forget, we always need extra helpers (Council members not excluded) usually at the bigger events. We always need no fewer than three at any time (for security). Let me know if you want to try your hand, if only for half an hour to allow other helpers to look round, particularly at the National at Peterborough. What will next year bring? A hurricane determined to wrench off the canopy? A sea of mud? A sloping trailer, causing our dinner to slide off the cooker ring into the sink? Or maybe new adventures are in store for us! See you next season.

Gay Quilter  
Sales Officer

**Pennine**  
*LINK*



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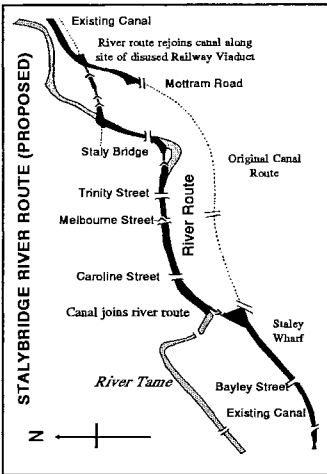
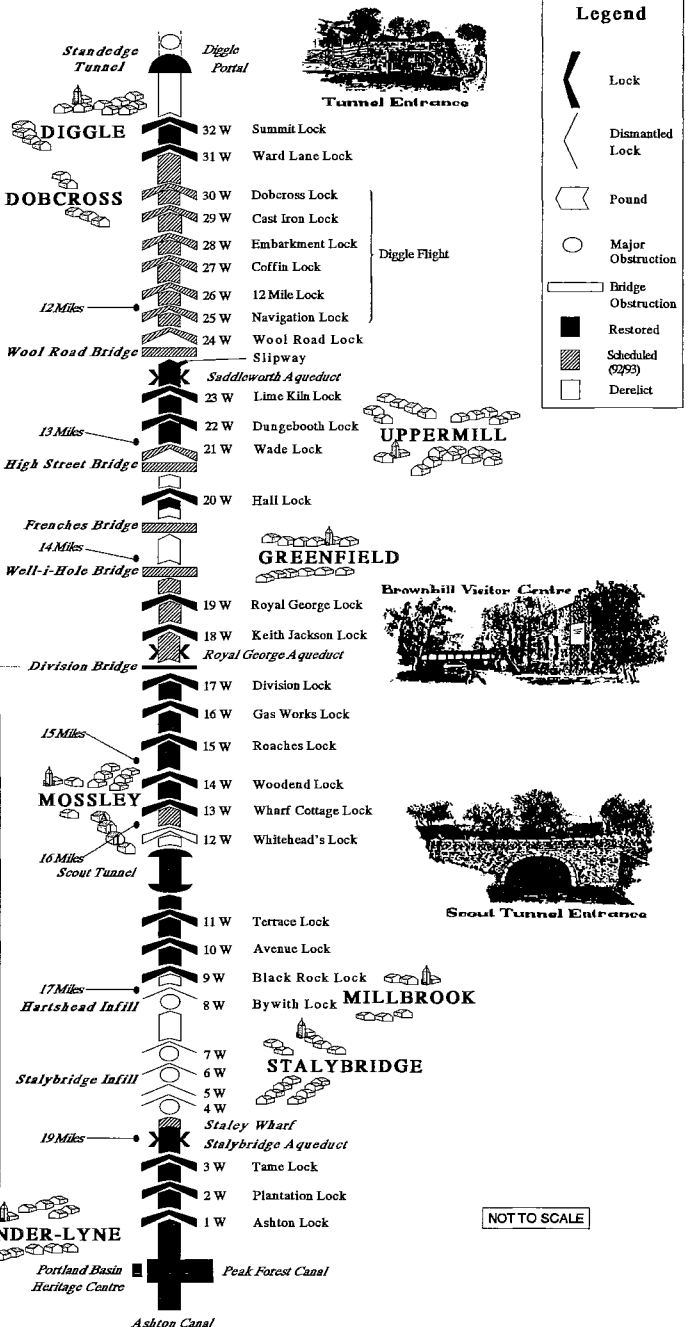
# Huddersfield Narrow Canal

## West Side

Restoration Progress  
November 1992



Wool Road Warehouse



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 .....

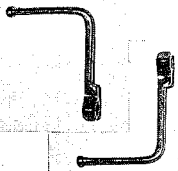
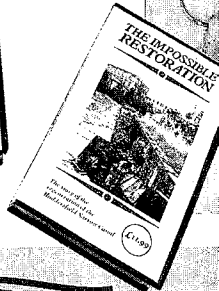
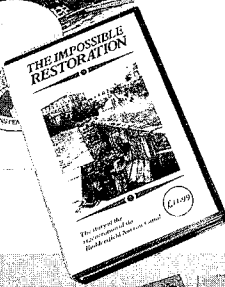
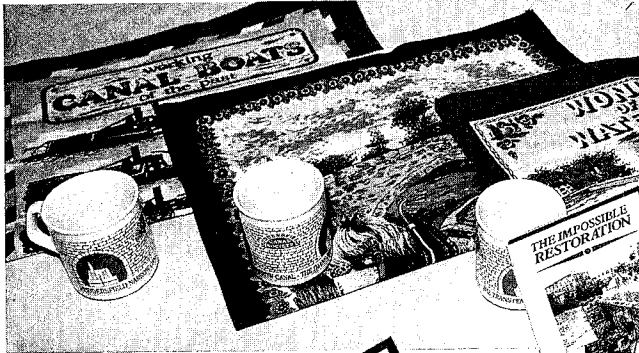
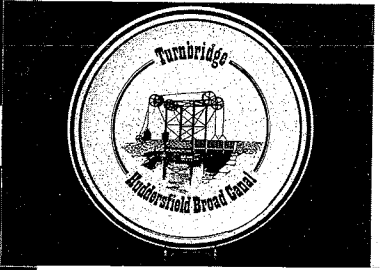
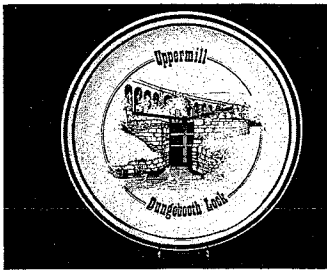
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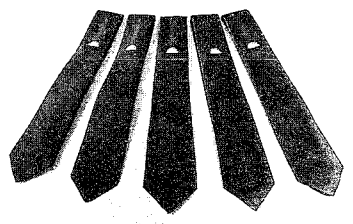
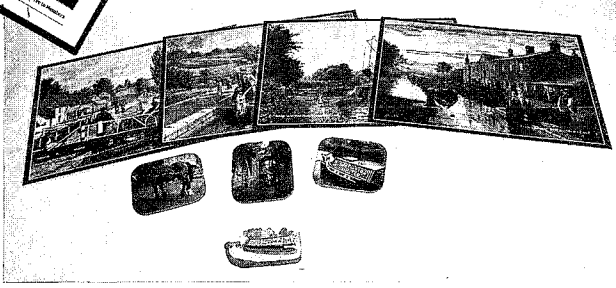
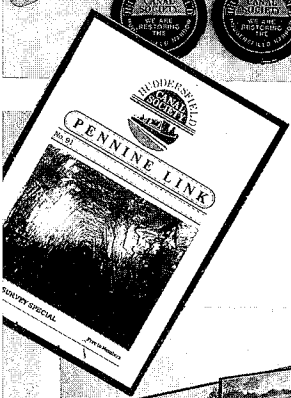
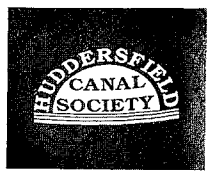
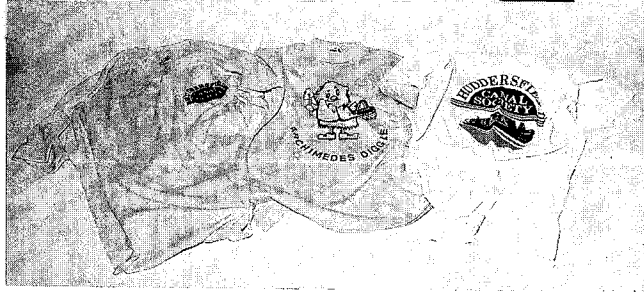
I heard about the Society from .....

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If elected, I/we agree to abide by the Memorandum and Articles of  
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**To: Membership Secretary,  
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<b>TOTAL</b>		

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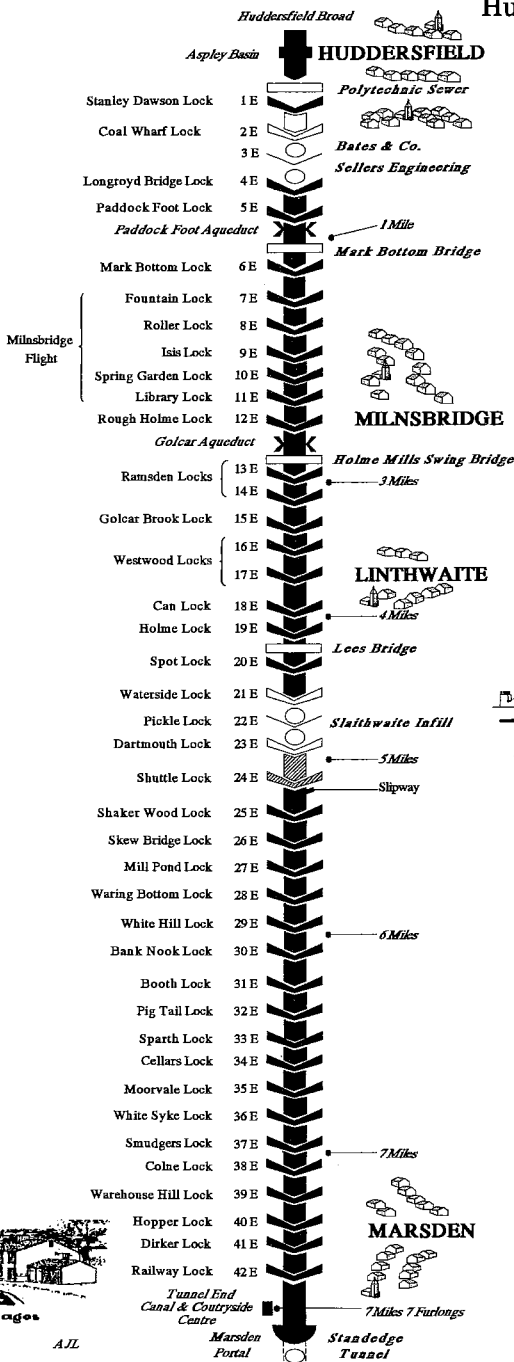
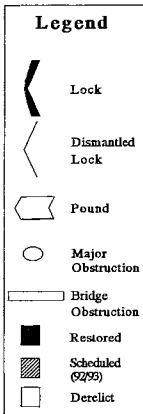
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# Huddersfield Narrow Canal East Side

Restoration Progress  
November 1992



A.I.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

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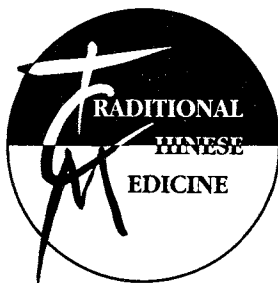
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Also, we now have two boats on the Rochdale – come and see how the competition are doing!

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LOCK  
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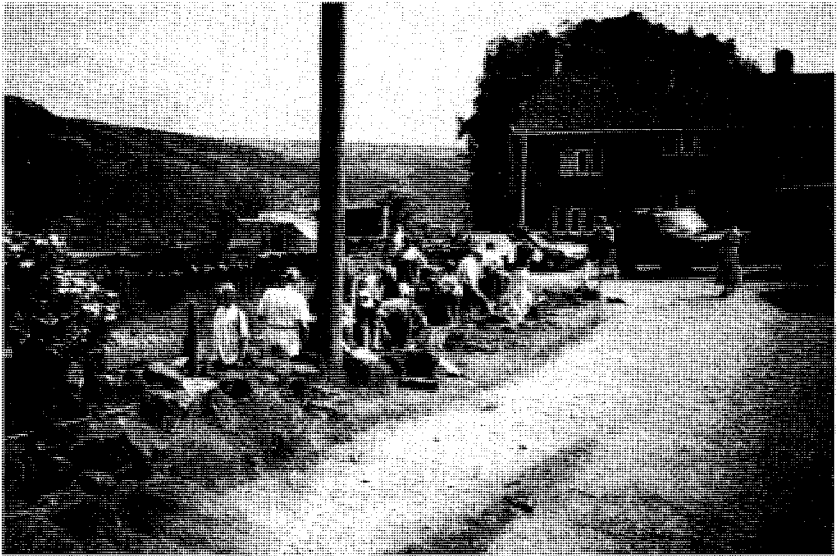
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The Cheshire Branch of the Dry Stone Walling Association organised a sponsored walling event in aid of charity at the Stamford Estates Office, Carrbrook, Stalybridge, over the weekend 27/28th June 1992.



Members of the Branch, with children and parents from Stalyhill Junior School, rebuilt a section of dry stone wall during this sponsored weekend.

The children were sponsored for every metre of wall completed. On the day they grouped into teams, supervised by members of the D.S.W.A. branch, and finished the designated section of wall that needed rebuilding.

Hundreds of pounds were raised by the event, shared between the 'Laura Davies Appeal', the D.S.W.A., and the Huddersfield Canal Society who received a donation of £200.



Photos: D.S.W.A.

Our special thank's to Philip Davies, Secretary of the Cheshire Branch, and a loyal member of the Society, for putting the name of H.C.S. forward to be a recipient.

Frank Smith

27th October 1992

The Editor  
Pennine Link

Dear Sir

On the boating and tale telling front, I really must challenge Ian France's statements in the last issue inferring a degree of inaccuracy in my reporting and accusing me of telling tales.

The boating group has penetrated as far as West Slaithwaite, which I admit is not Slaithwaite proper, on at least two occasions. On one of the trips we carried a party of Anglo/Yugoslavian businessmen in a partially powered Benji, on another we bow hauled the beast on the same stretch. It fair smooths out yer segs hauling a dormant diesel boat full of people saying "isn't it nice and quiet" with Boatmaster France perched on his poop demanding the "under four minute lock every time, not just sometimes". We eventually quietened him by sending the sledgehammer man and water diviner well ahead where their sensitive minds would not be confused by his demands.

In any event, if it had not been for the occasional blip in the accuracy of the reported word, we would not have had a canal to restore. I shall tell you a tale ....

It is not widely known that the inventor of the lighthouse, Mr Eddison, had the idea of selling small portable versions to use inside buildings but he found that the flashing light was actually a hazard for navigating around living rooms, it also caused problems for his secretary. One fine day Eddison and his secretary were watching lens glass 'blub, blubbing' out of the furnace when Mr E had the idea of hollowing out one of the larger 'blubs', his secretary working under a flashing miniature lighthouse wrote "light bulb" but who complained, probably Mr France, but certainly not the Indians in the reservation up in the Brownhills, because Mr E chose to demonstrate his invention in the tribal visitor centre. Business was so good that he decided to buy the place.

In this new venture he bumped into a great many people from all over North America and picked up quite a bit of useful gossip. He quickly spotted that the people from the Hudson River were most unhappy because of the shortage of good beef and that the people from down in Portland, Oregon, were equally unhappy about the shortage of people

available to consume their surplus of the stuff.

Mr E, quick as a flash from one of his internal lighthouses thought of building a canal complete with a new basin at Portland and with large enclosed fields along the banks of the Hudson for re-fattening the cattle.

Even better, if he could arrange for the canal to pass through the Brownhills he would cash in on his investment in the visitors centre, he could even build a transshipment shed to pick up cargoes from the local sheep shearers and then stick the canal through a tunnel to prevent them from selling to anyone else, this trick later became known as 'fleecing the locals'.

A brilliant idea which would have made Mr E a fortune if only he had thought well enough of his secretary to provide him with one of the new 'light blubs' but, in common with other great thinkers he could not be bothered with detail, his secretary was still working by the light of a miniature interior lighthouse flashing dot-dot-dash every 57 seconds.

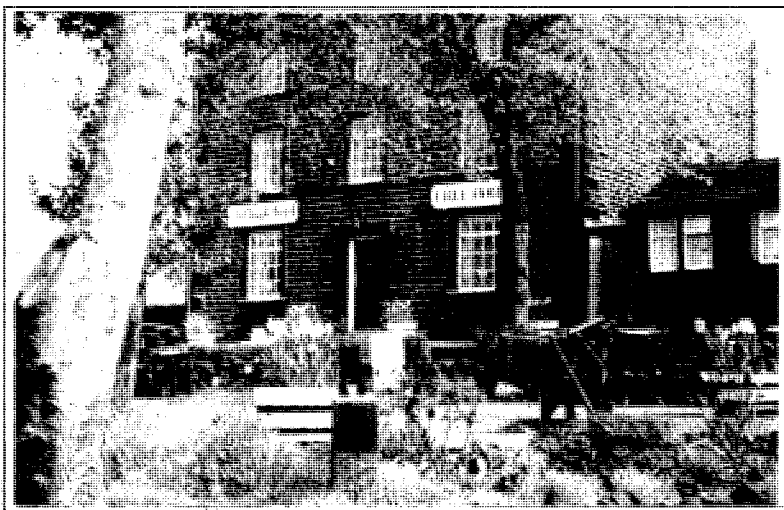
Dictation seemed clear enough, "instruct Jack Blind the Mayor's Borough Surveyor to plot a line from Portland Basin in the west, via Brownhills visitor centre to Hudson Fields in the east for the purpose of building a canal from one place to the other". He also attached an underhand note to his lawyers in the Hudson Fields deal to acquire a site for another transshipment warehouse together with a note to his architect to ensure that the building could be converted into flats in the event of the beef deal going sour.

The message was translated by the secretary into smoke signal shorthand, (they were still based in the reservation), to be sent to Hudson Fields in the west of New York State. The year was 1793. The hills were crawling with the remnants of battle weary English army units awaiting the opportunity to make enough money to get home. One of these was Captain D in charge of a Real Ale Sampling Unit of the Golcar Cavalry, being a trained scout he read the signals easily. He called a meeting of his troops "gentlemen, I have had an idea, we are going home".

The rest is history.

Robert Maycock

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Dear Alwyn,

### **IWA Clean-up Campaign 1993**

As you may already know, it is planned to hold another Waterway Clean-up over the weekend of 27th-28th March, 1993, and, of course, it is hoped you will be joining in. The joint objectives of the exercise are:

- \* To collect and dispose of as much rubbish and debris from the navigable and restorable inland waterways as is possible over the weekend (this includes infill and junk in canals being restored).
- \* To attract good publicity for the inland waterways, the IWA and all the other waterways societies.

The clean-ups held in October 1990 and March 1992 proved a great success with much favourable publicity and many tons of rubbish cleared; but we are confident that we can do even better in 1993! The dates in March have been carefully chosen to avoid the fishing season, the nesting season and the Easter holidays. Hopefully they will prove convenient for all to participate.

I am therefore writing to beg the support of you and your members in the Campaign. Please can I ask you to:

- \* Discuss the event at your next Committee meeting and decide what you will organise to support the weekend.
- \* Persuade other suitable groups in your area to join in.
- \* Let me know as soon as possible what you decide, at the address below; the more information you can supply to me, the better our publicity for you will be.

Your thoughts, comments, offers of help and suggestions will be most gratefully received.

Many thanks for your help. We need your support.

Regards,

*Neil Edwards*

Please reply to: 24a Avenue Road, Witham, Essex, CM8 2DT.

Tel/Fax: 0376 512977 (2 lines)

---

## **LETTER**

Greenfield, Oldham

23rd October 1992

Dear Alwyn,

Just a line to say how delighted I was to see your hard work with Pennine Link has been rewarded with the Tom Rolt Award.

Many justly deserved congratulations.

Yours

Barry Pelmore, Forum of Private Business, District Agent.



YOU will notice that we have enclosed a new form for initiating a Banker's Order and Deed of Covenant with this issue of Pennine Link. Do not be alarmed! It is for your consideration when you come to renew your membership.

There has always been a certain wariness about using this method of payment and the role of the Deed in particular. The Society offers the Banker's Order method of payment to its members mainly for their convenience; the completion of the Order means your next four years subscriptions will be paid automatically by your bank. However, the use of the Banker's Order can have real financial value to the Society, beyond the membership fee.

By undertaking to pay your subscription for four years, the Society is entitled to make a claim to the Inland Revenue for the income tax you will have paid in earning your subscription amount. In order for the Society to do so, you must complete and sign the Deed of Covenant accompanying the Banker's Order. It

..... AND BY THE WAY, WE'LL NEED YOUR BUDGIE  
AS COLLATERAL!

cannot be too strongly emphasised that completing the Deed does not, and will not, cost you anything - it simply gives the Society the proper legal permission to claim back your income tax. So, a family member completes a Banker's Order and Deed of Covenant to pay £10 membership per year for four years. Each year the Society gets the £10 from the bank and a further £2.50 (at the current rate of tax) from the Inland Revenue. The family pays £10 and the Society gets £12.50; all for completing a simple form. What more pleasant thought than the Inland Revenue helping the restoration of the Huddersfield Narrow Canal!

It would not be entirely honest of Jo and me to say that Banker's Orders have never suffered from errors, however, of the several hundred members who already pay by this method, only two have ever been over-debited, and then the error was quickly detected and corrected. Administratively there isn't a great deal to choose between processing a cash payment and a bank statement, but the financial bonus of the 'Order and Deed' means we should encourage this method for the benefit of membership finances.

Please consider paying your membership subscription by Banker's Order and if you decide to do so, please ensure you complete the Deed of Covenant at the same time.

Thank you.

Bob Gough  
Jo Young

AS reported briefly in the last issue, David Muir, David Watson, Alan Knott, Andy Eaden, Brian Minor and Peter Ruffley were all successful in the Department of Transport test for their Boatman's Licence.

All are volunteer skippers who have built up a considerable number of hours working on the HCS trip boats. The test was held on the Peak Forest and Ashton canals during the Summer. Even though the candidates were all experienced boatmen, formal preparation was still necessary, and the efforts of David Calverley and Frank Smith in passing on their knowledge and experience are much appreciated.

This success brings the number of licenced skippers in the Society to twelve, of whom eleven are available locally. This is a good core of qualified personnel to operate the boats at the present level of business, but as traffic increases, as it surely will, it will become necessary to train more of the volunteers, who are currently building up their passenger carrying experience with the boating group, to reach the standard required by the Department of Transport.

May I say an end of season 'thank you' to everyone who responded to Alan Knott's entreaties to work on the boats during the year, and of course special thanks are due to the staff of HCS Restoration Ltd who have done a wonderful job at the mucky end of the business. They have shifted some horridly contorted wiry structures from the propellers, refurbished the boathouse and store, cleared the junk from the Ashton length up to Lock 1W, built a set of beautiful boarding steps at the Marsden Shuttle mooring, painted and cleaned Greater Manchester; in short, they have been busy helping and smoothing the way for the volunteers.

Whilst on the subject of crew, we seem to be gravitating to the traditional arrangement of lady cabin crew and men on the tiller, this is not intentional, it just happens, but it shouldn't because we have some very competent lady boat handlers in the Society. We also have at least one man who can count money, make coffee and smile, but unfortunately not all three at the same time, however, he is willing to learn and that's the important part.

Robert Maycock  
Boats Co-ordinator



Left to right: Brian Minor, Andy Eaden, Captain Nutman, Peter Ruffley and Alan Knott. Davids Muir and Watson were otherwise engaged. Photo: B. Minor





# HCF PHOTO COMPETITION WINNERS



A particularly high standard of entries to the competition this year gave the judges quite a task in selecting the winners:

1st Far Left: T P Blowes of Pontefract

2nd Above: Jean Duckworth of Langley Park

3rd Below: Michael Turner of Lepton

4th Left: Mr & Mrs J Turner of Lepton



# EXTRACT FROM TAMESIDE'S APPLICATION FOR EUROPEAN FUNDING FOR THE TAME VALLEY REGENERATION "VISION FOR THE VALLEY"

## CREATING THE CONDITIONS FOR CONFIDENCE

The restoration of the Huddersfield Narrow Canal to cruising standard linking the Cheshire Ring to the West Yorkshire canal system, resulting in considerable commercial investment opportunities along its length. This involves the canalisation of the river through the centre of Stalybridge, which will greatly increase the potential of the town to attract trade and tourism. The establishment of a marina at Staley Wharf is a key feature of the proposals, which will provide a focal point for leisure activities associated with the canal.



## TOWN CENTRE REGENERATION

Once the canal improvements are in place, the private sector will undertake the redevelopment of Stalybridge town centre and give it a new role as a tourist destination.

## TOURISM

A public/private sector partnership will be established in the Portland Basin area to assemble 11 acres of land, including 2 obsolete mills, for a comprehensive urban renewal scheme focussing on the Canal Heritage Centre, a new marina, housing and industrial units.





DobX Music, in association with Loxvend, present

## A Saddleworth Festival

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

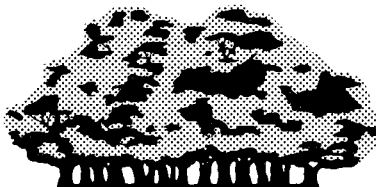
Cornet...  
Heart's Delight,  
... - Jenny Jones  
... Changes Everything,  
... - Don't it make my brown eyes blue,  
and the Saddleworth Festival Overture.....

All proceeds to the Staley Wharf Appeal



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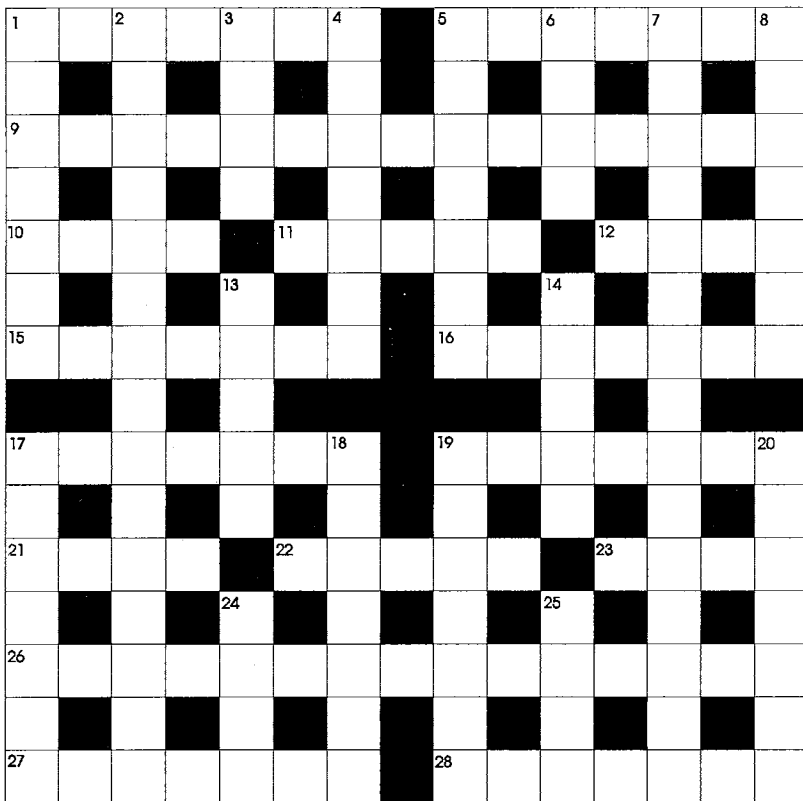
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8. Philanthropist perhaps? (7).  
 13. Western ritual produces letter (5).  
 14. Special Constable takes Navy ration to rugby game? Surely not (4).  
 17. Porcine coccyx falls in an easterly direction (3,4).  
 18. The mettle of a man in a firearm (7).  
 19. No water where defendant stands to repair hull (3,4).  
 20. What happened to 6D at AGM (7).  
 24. Program contains 'n' errors therefore boat won't sink (4).  
 25. Sergeant Major ignores body of men standing erect (4).

### QUICK CLUES

#### ACROSS

1. BCN Canal, junction and locks (7).  
 5. Referees essential (7).  
 9. Locks 41E and 12W (6,9).  
 10. Ferrous metal (4).  
 11. Garbage, rubbish (5).  
 12. In short the Amalgamated Union of Engineering Workers (4).  
 15. One dalmation less (7).  
 16. T & M village near Alrewas (7).  
 17. Curse or blessing of 20th century life? (7).

### CRYPTIC CLUES

#### ACROSS

1. Dashing to a family seat on BCN canal and locks (7).  
 5. Playing whist le Maitre D gives audible warning (7).  
 9. Scotsman with dagger and blonde hair raises both sides of HNC (6,9).  
 10. I, Ron and others in steel band (4).  
 11. Doctor! What rash lurks in BWB receptacles provided (5).  
 12. In short the Amalgamated Union of Engineering Workers (4).  
 15. C (7).  
 16. Initially, why you chose hotel not our restaurant, on T & M (7).  
 17. Why, even paddles are made of it nowadays (7).  
 19. Manner in which working pairs sometimes travelled. Up (7).  
 21. Gent hits tree and hurts leg (4).  
 22. One hundred songs on canal bed? (5).  
 23. Wrongly restrain oneself at road edge (4).  
 26. What swells walk down to a fairground stall in a particular place whilst HNC ascends the Pennines at three locations (6,5,4).  
 27. Incomplete girl with incomplete name prepares pasta dish (7).  
 29. Relations in fear of relations? (7).

#### DOWN

1. Blush in Mancunian canalside suburb? (7).  
 2. Whose canal had broad connections? (3,4,8).  
 3. Race to a tree (4).  
 4. Bridges thus treated stop navigation (7).  
 5. Does boatbuilder use riding equipment to prepare timber? (7).  
 6. Mite needs to be 20D for inclusion on the agenda (4).  
 7. Subterranean guardian of Harecastle? (3,6,6).

19. Multiplied by 2 (7).  
 21. Skin wound (4).  
 22. Puddle materials (5).  
 23. Road edge (4).  
 26. Locks 10W, 31E, 20E (6,5,4).  
 27. Italian dish with cheese and pasta (7).  
 29. Relations (7).

#### DOWN

1. Mancunian canalside suburb (7).  
 2. Former name of HBC (3,4,8).  
 3. Genus of Sycamore (4).  
 4. Reduced in height (7).  
 5. Old joiners tool (7).  
 6. One thing on the agenda (4).  
 7. BW employee at Harecastle (3,6,6).  
 8. Charitable giver (7).  
 13. Use a pen (5).  
 14. Rugby move (5).  
 17. Lock 32E (3,4).  
 18. Gauge of a firearm (7).  
 19. Useful place to paint boat's bottom (3,4).  
 20. 6D on the agenda must be ... before the meeting's over (7).  
 24. Boat's plug (4).  
 25. Attention in short (4).

*Two sets of clues again*

Solution in the Spring Issue 105

## Disease Kills Angler

John Braine, 32, of St George's, Bristol has died in hospital after pricking his finger on a fishing hook and contracting Weil's Disease spread by rats.

*The Guardian, 20/10/92*

IN 1886, a German physician, Adolf Weil, described a disease which was, at that time, particularly common to workers who came into regular contact with fresh water. Weil's disease or icteric leptospirosis, is caused by being infected with a bacterium which rejoices in the Latin name of *Leptospira icterohaemorrhagiae!* Cork-screw-shaped, these spirochaete bacteria are, like most bacteria, incredibly minute; almost half a million individuals could hide behind a single full stop on this page.

The disease is transmitted by infected rodents, which show no ill effects of being infected, passing on the bacteria in their urine.

Outside their hosts, the bacteria can live for several weeks in fresh water, (they cannot survive in sea water or very acid waters), during which time they have the opportunity to infect humans. This usually occurs through infected water coming into contact with minor cuts, but they can also gain entry through the membranes of the eyes and nose. This partly explains the rather ignominious treatment suffered by David Essex and cast whilst filming 'The River' for the BBC - Ears, nose and assorted orifices were stopped with Vaseline prior to any dunking in the canal that the script required!

The symptoms of infection are decidedly flu-like and after 5-7 days there appears to be a marked improvement before the disease returns with a vengeance, jaundice sets in (the bacteria destroy the red blood cells), the liver suffers attack and death may follow through kidney failure. Diagnosed and treated early with antibiotics, a full recovery is almost assured, but the early flu-like symptoms often mean the disease goes undetected until the signs of jaundice develop. On average, Weil's disease can be fatal in one in twenty cases of infection, though this rate may rise to as many as three in ten where jaundice has developed or the patient is severely ill.

Apart from the early stages of infection being 'disguised' as flu, the bacteria's minute size means even the finest film of infected water can harbour millions of individuals and be potentially hazardous. However, it should be stressed that Weil's disease is a rare condition and it should not prevent your enjoyment of our waterways. Nonetheless, prevention is the best cure, and we have enclosed a leaflet, issued to all our workers, which gives you advice about Weil's disease.

Bob Gough

## SOLUTION TO CROSSWORD NO 2

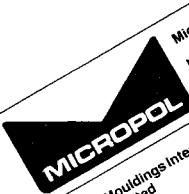
### ACROSS

1. Paddock Foot 10. Tarif 11. Moorcocks 12. Elevation 13. Robot 14. Ideas 16. Spain 18. Gasworks 20. Taste 22. Holme 23. Leicester 25. Escalator 26. Folic 27. Staley Wharf

### DOWN

2. Agree 3. Defeats 4. Come in 5. Foot note 6. Oxcart 7. Steering Wheel 8. Ice Boats 9. Ashton Terrace 15. Easy Lock 17. Skeletal 19. Over lit 20. Twelfth 21. Kilroy 24. Tiler

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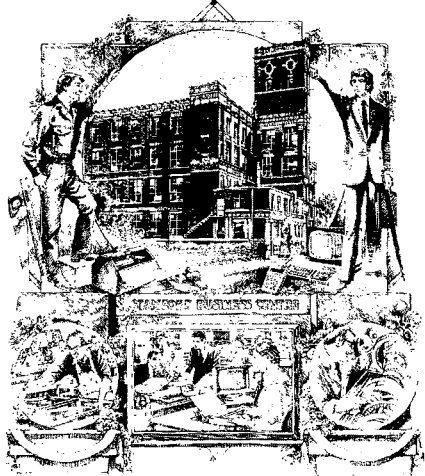
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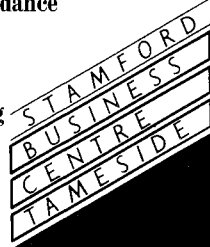
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**THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:**

- 2033 Mr & Mrs Lord, [REDACTED]
- 2034 Mr & Mrs Craven, [REDACTED]
- 2035 Dr Wilson, [REDACTED]
- 2036 Mr Womersley, [REDACTED]
- 2037 Mr & Mrs Hague, [REDACTED]
- 2038 Mr & Mrs Froggett, [REDACTED]
- 2039 Mr Thompson, [REDACTED]
- 2040 Mr Hardy, [REDACTED]
- 2041 Mr Dicker, [REDACTED]
- 2042 Mr Charlton, [REDACTED]
- 2043 Mr Highfield, [REDACTED]
- 2044 Mr Meadham, [REDACTED]
- 2045 Mr Gallagher & Family, [REDACTED]
- 2046 Ms Hawkesford, [REDACTED]
- 2047 Mr Casson, [REDACTED]
- 2048 Mr Bradbury, [REDACTED]
- 2049 Mr & Mrs Ashmore, [REDACTED]
- 2050 Mr & Ms Utting, [REDACTED]
- 2051 Mrs Kelleher, [REDACTED]
- 2052 Mr Green, [REDACTED]

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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 Spring 1993 issue of Pennine Link should reach the Editor by the 25th January 1993

***FORTHCOMING EVENTS - 1992/3*****WEST SIDE**

Social Meetings take place every second Wednesday of each month.

**EAST SIDE**

Social Meetings take place every third Thursday of each month.

**BACK NUMBERS**

THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:

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92, 94, 95, 96, 97, 98, 99, 101, 102, 103

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

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

