



PennineK

No. 105

Spring 1993



Huddersfield Canal Society Ltd.,
239 Mossley Road, Ashton-under-Lyne, Lancs., OL6 6LN.
Tel: 061 339 1332 Fax: 061 343 2262

| | | |
|-----------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------|
| <i>Chairman</i> | David Sumner | 4 Whiteoak Close, Marple, Stockport, Cheshire, SK6 6NT. Tel: 061-449 9084 |
| <i>Vice-Chairman and Working Party Co-ordinator</i> | Trevor Ellis | 20 Batley Avenue, Marsh, Huddersfield, HD1 4NA. Tel: 0484 534666 |
| <i>Treasurer</i> | John Sully | 5 Primley Park Road, Leeds, West Yorkshire, LS17 7HR. Tel: 0532 685600 |
| <i>Company Secretary</i> | John Fryer | c/o Ramsdens Solicitors, Ramsden Street, Huddersfield, HD1 2TH. |
| <i>West Side Chairman</i> | Jack Carr | 19 Sycamore Avenue, Euxton, Chorley, Lancashire., PR7 6JR. Tel: 02572 65786 |
| <i>East Side Chairman</i> | David Calverley | 1 Park Lane, Golcar, Huddersfield, West Yorkshire, HD4 5HU. Tel: 0484 658889 |
| <i>Chairman, HCS Restoration Ltd.</i> | Keith Gibson | 27 Penistone Road, New Mill, Huddersfield, West Yorkshire, HD7 7JP. Tel: 0484 681245 |
| <i>Festivals Officer</i> | Brian Minor | 45 Gorton Street, Peel Green, Eccles, Manchester, M30 7LZ. Tel: 061-789 4867 |
| <i>Press Officer</i> | Alec Ramsden | 16 Edgemoor Road, Honley, Huddersfield, West Yorkshire, HD7 2HP. Tel: 0484 662246 |
| <i>Sales Officer</i> | Gay Quilter | 12 Shaw Hall Close, Greenfield, Oldham, Lancashire, OL3 7PG. Tel: 0457 872526 |
| <i>Deputy Sales Officer</i> | Fiona Tewson | 263 Manchester Road, Mossley, Ashton-u-Lyne, Lancashire, OL5 9AN. Tel: 0457 836581 |
| <i>Editor</i> | Alwyn Ogborn | 92 Lane Head Road, Lees, Oldham, Lancashire, OL4 5RT. Tel: 061-624 0736 |
| <i>Membership Secretary</i> | Josephine Young | Huddersfield Canal Society, 239 Mossley Road, Ashton-u-Lyne, Lancs., OL6 6LN. Tel: 061 339 1332 |
| <i>Public Relations Officer</i> | David Finnis | Hill Top Cottage, Binns Road, Marsden, Huddersfield, West Yorkshire, HD7 6NW |
| | Robert Maycock | 9 Warwick Close, Shaw, Oldham, Lancashire, OL2 7DZ |
| | Ken Wright | Bridge House, Dobcross, Oldham, Lancashire, OL3 5NL. Tel: 0457 873599 |
| | Ken Goodwin | 5 Coppice Rise, Macclesfield, Cheshire, SK11 7RX. Tel: 0625 616072 |
| | Allen Brett | 31 Woodlands Road, Milnrow, Rochdale, Lancashire, OL16 4EY. Tel: 0706 41203 |

NON-COUNCIL POSTS

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

| | | | |
|---------------------------------|--------------|--------------------------------------|-------------|
| Council Members | Inside Front | IWA Charity Bank | 30 |
| Editorial | 3 | TMBC and Restoration | 32 |
| Chairman's Remarks | 4 | Canals 200 | 33-35 |
| Restoration Report | 5-12 | Romans on t'Cut | 36 |
| Restoration Progress Maps | 13-17 | Bulb Planting | 37 |
| Clean Up Campaign | 19 | Sales Talk | 38-39 |
| Fish Rescue | 20 | German Restoration | 40-43 |
| Sainsbury's at Aspley | 21 | Canal Crossword - 4 | 44 |
| Old Watercolours | Centre Pages | Staley Wharf Appeal | 45 |
| Towpath '92 Awards | 28 | New Members | Inside Back |
| Annual General Meeting | 29 | Social Programme & Back Issues | Back Cover |

Front Cover: Wool Road Bridge, Uppermill, 1947. Watercolour by R. Goodwin



Hi there, guys and gals. Welcome to the 1993 Spring Edition of Pennine Link. We have a fairly meaty collection of news and articles for you with what I hope you will find to be a good cross section of interest. As usual, the restoration news from Keith Gibson is the star attraction, and ferreting around for suitable pictures to illustrate the areas under discussion has been quite interesting.

We have several pages of what may be considered 'non-HCS stuff', collected from various sources. I am pleased to have received a further piece about German waterways from Bernhard Weiss, and I encourage other overseas members to tell us about their inland waterways. A dovetailing of interest and support between our canal and theirs can only be a good thing. This notion also applies in the publicity given to fundraising efforts for the restoration of Anderton Boat Lift by the sale of

paintings. (See page 33). I fully support the drive to bring this historic structure back into use.

Now! How about the new format restoration map? Bob Gough, our resident computer craftsman at the HCS office, has spent many hours producing a map that relates to the scale of the actual canal. The relative distance between locks and bridges etc. is now far more evident, as is the extent of restoration carried out. For example, the dredging of a pound; on the old map, each pound was the same length, and the blackening in to show restoration gave no indication of just how much had been achieved. On the new map, this incomprehension is eliminated by the clear indication of the distances. The map is still straight instead of contoured because of the extreme complications of producing such a map and the space required to print it. However, the improvement is still dramatic. Well done Bob. (Since Bob does all the typesetting for Pennine Link, he is allowed to be a little bashful as he types that).

The organisation of both our 'book end' and Marsden festivals is well underway. Much more about these in the next Issue but, as always, if anyone would like to get involved in any of the events they will be most welcome. A 'phone call to Frank Smith at the office will point you in the right direction. Venues to date for the Sales Caravan are listed, together with the usual request for help with that aspect of Society activity.

The watercolour paintings of canal scenes in Saddleworth were quite a find; proffered out of the blue by a Society member who knows the man who's friend painted them. (Do you understand that?). Archive material is always most welcome. If you know of any old photographs or pictures of the canal, please let us know. They will be treated with great care and returned to their owners after use.

Back on the subject of membership participation, the Society is lending its support to the IWA Waterways Clean-up Campaign Weekend in March. An hour of your time does not commit you to anything, so please contact the organisers shown on page 19.

That's all for now folks. Enjoy your waterways.

Alwyn Ogborn



IN the past few weeks, I have cruised many times across the Pennines between Stalybridge and Leeds via Huddersfield. One can pick up a British Rail leaflet which exhorts us to cruise across the Pennines by train to visit places such as York. Most of my fellow passengers were cruising to their places of work in Huddersfield, Dewsbury, Leeds or York, or speeding to their lectures at the Universities of Huddersfield and Leeds, reading their newspapers, novels, lecture notes or listening to their personal stereos which perpetually leak squeaky noises to their neighbours. Were they aware of the changes and activity taking place within less than a hundred yards of their train?

From 1965 to 1968 I regularly cruised to Leeds on the three coach Liverpool to Hull diesel multiple unit train and could not stop myself from peering through steamed-up windows at the peculiar line of unconnected stretches of water which mysteriously stopped as the train blasted its warning klaxon before entering Standedge Tunnel. It was not until the mid '70's, after cruising the Llangollen Canal - more correctly known as the Shropshire Union Canal - that the Huddersfield Canal meant something to me. If I can cruise from Chester to Llangollen, why couldn't I cruise from Ashton to Huddersfield along this route which hundreds of thousands of railway passengers seem to pass unnoticed every year?

Twenty years later, one could be excused for assuming that the canal is restored, for, from the train, particularly in the Colne Valley, the canal appears complete. However, in the Tame Valley, as the train powers its way into the western portal of Standedge Tunnel, it is all too evident that a number of locks are impassable. Impassable that is, in 1993 and possibly 1994, but not by 1995. The Diggle Flight is to be restored by the Society with funds via Oldham MBC from the Department of the Environment - Derelict Land Grant has come to the rescue and we expect to see a start in this financial year to totally restore the canal from north of Wool Road to the Tunnel.

Rail passengers will also be unaware of the activity in the canal tunnel itself. Whilst I sped through in January, engineers from Ove Arup were measuring air flows to assess the potential ventilation problems when the public is admitted. The air shafts were also being inspected, this time by man not video camera, to assess the integrity of the linings. Again, this work is being funded by DLG, for which we are very grateful.

Hidden from the railway, but within spitting distance, another structure is being surveyed and restored. Wool Road Transshipment Warehouse is currently being rebuilt by the Society. This historic building was placed in our care by the Saddleworth Historical Society in the Eighties, although leased from British Waterways. We pledged to secure its future, and with grant aid from Oldham MBC, ERDF via the Mersey Basin Campaign (DoE), the Garfield Weston Foundation and the Esmée Fairbairn Charitable Trust, we shall provide visitors to the canal with a new interpretive centre to compliment the attractive Brownhills Visitor Centre.

So, within a month, nearly one million pounds of grant aid has been promised for the canal and its structures. These grants mark a major shift of funding from the local public sector to Central Government funding. We trust that under the proposed Urban Regeneration Agency, DLG, or its equivalent, will continue, now that the Huddersfield Narrow restoration must press on a pace to optimise the benefits to the environment, economy and jobs, which we predicted would and will occur.

We look forward to producing a new leaflet 'Cruise across the Pennines' - but by boat. Judging by the predicted chaos for the M62 until the end of the century, rail and boat will be the preferred way to travel!

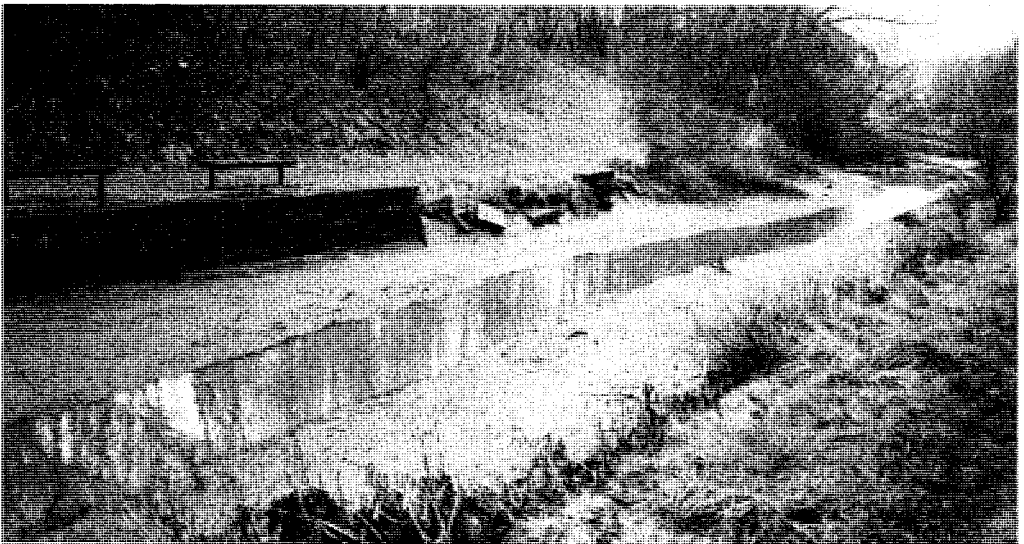
David Sumner
Chairman



THE last three months have been very difficult for the Directors & Staff of HCS Restoration Ltd because we are very dependant on external sources of funding to carry out the major works now in our programme. I could write at length about the nail biting experience of waiting for grant approvals, and the problems we could face because of the inevitable delays as a result of the transfer of the Derelict Land Grant (DLG) scheme from the Department of the Environment (DoE) to the proposed Urban Regeneration Agency (URA). I won't! I'll just give you the good news. Our friends at the DoE have been immensely supportive and, provided we can sort out all of the details, the Society can now look forward to a period of relative stability in the financing

and operation of HCS Restoration for the first time for a long time. The most important news for our own workforce is the pre-tender approval of Oldham Council's £693,000 DLG bid for restoration of the Diggle flight of locks; but there is other news too.

The current HCS Restoration work - dredging, washwall and towpath repairs between Lock 13W and Division Bridge, funded by DLG under contract to Tameside Council - should be complete when you read this. The second phase of this major dredging programme between Lock 12W and Lock 13W in Mossley should have started. When we came to look at the details of this scheme with Tameside and the DoE, we found costs considerably higher than had been anticipated, mainly because of the lack of a suitable site for the disposal of the spoil. Carting dredgings away to a tip does not come cheap. The cost of £220,000 has been approved for DLG by the DoE and, as on the first phase of the dredging programme, we shall be working under contract to Tameside Council. Don't expect to see the British Waterways dredger we have been using recently - this is a land based job which will be carried out to a programme agreed with English Nature because the canal is a Site of Special Scientific Interest here.



The canal above Lock 12W, Scout Green, recently lowered water level revealing poor washwall condition and the dredging task ahead. Photo: R. Gough

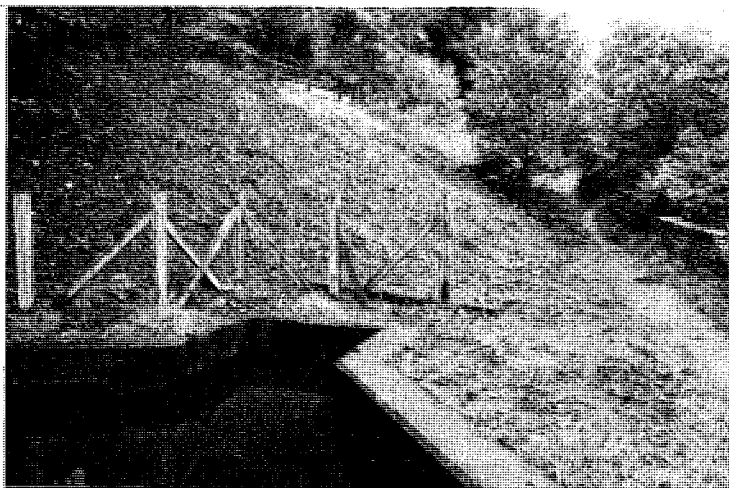
I reported in the last Issue of 'Pennine Link' that the DoE had granted pre-tender approval for the next phase of this programme across the District boundary from Division Bridge to Manns Wharf Bridge. Since then we have agreed costs with Oldham Council who have now submitted a detailed application for DLG to the DoE. We hope approval will be received for work to continue concurrently with, or following from, the Mossley section.

In this same area, Oldham Council have now received tenders for the reconstruction of Manns Wharf Bridge to give navigable headroom and hope to have selected a contractor and obtained DoE approval for work to commence in March. The total cost approved for DLG is £295,000 including Oldham's administrative costs etc. The next bridge in this section, Frenches, at Greenfield, is being designed by consultants Baptie, Shaw & Marten for Oldham Council but (as for High Street and Wool Road bridges) is likely to be caught up in the delay we expect for future DLG approvals. I cannot stress enough the importance of receiving DLG for these bridges. They are the major obstacle to a long length of canal being available through Mossley, Greenfield and Uppermill.

Also in the last Issue, I reported that the Society was making an application to the Yorkshire & Humberside Regional Office of the DoE for DLG in respect of Lock 24E at Slaithwaite. A grant worth 80% of our estimated cost of £69,000 plus 15% for administrative cost has now been approved subject to us arranging for independent validation of our costs - a task we hope British Waterways will perform. You will note that as a grant direct to the Society we are eligible for 80% of the cost, unlike grants paid to the local authorities which receive 100% of the agreed cost.

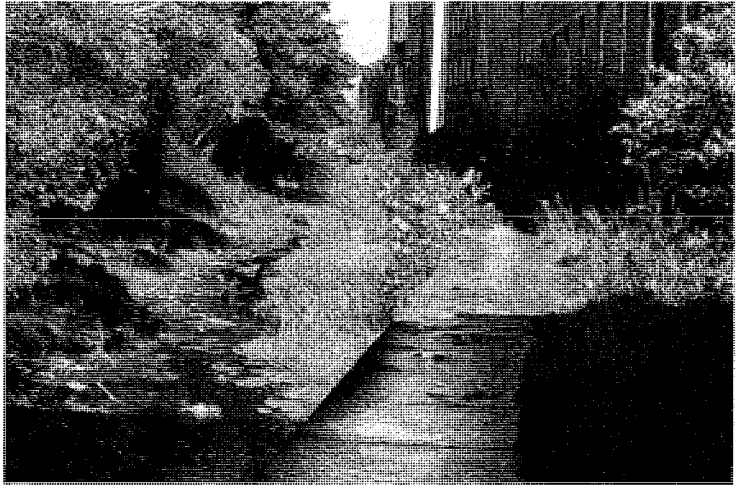
Meanwhile, further east side news is that major discussions on a major DLG funded programme continue between Kirklees and the DoE. My guess is that the DoE will offer around £500,000 per year, but in reality this will depend on the views of the URA. Most of the works here are in the 'big scheme' category and I don't expect any immediate announcements of major grants. Some funding seems likely, however, from the 1992/93 financial year in addition to the grant direct to the Society.

Kirklees Council's landscape architects, who deal with actual DLG works in Kirklees, are discussing the possibility of HCS Restoration dredging the canal, repairing the washwalls and towpath between Locks 1 & 2E in Huddersfield. Steve Whitby has walked the section with his calculator!

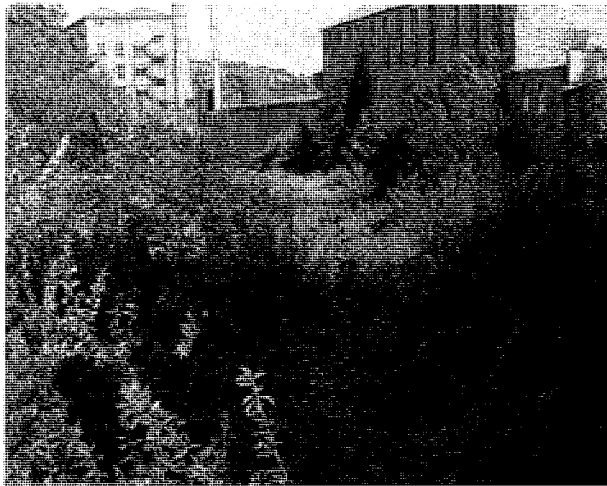


A recent view of the infilled High Street bridge, Uppermill. It makes an interesting contrast to Mr Goodwin's picture (page 25). Photo: R. Gough

Prospects for reopening Standedge Tunnel become brighter all the time, although we don't know for certain that all of the funding will be in place at the right time yet. In the last Issue, I said that DLG had been approved for further survey work. The contract for that work, worth £67,500, has been let to Ove Arup to follow on from their major study of the Tunnel itself. They are now tasked to look at the British Waterways owned ventilation/construction shafts, and to study the ventilation of the Tunnel. That work should be completed by May or June and it should then be possible to prepare a contract for actual work to begin on restoring the Tunnel, only if ...



The pound between Locks 1 & 2E, Huddersfield. Photo: A. Ogborn

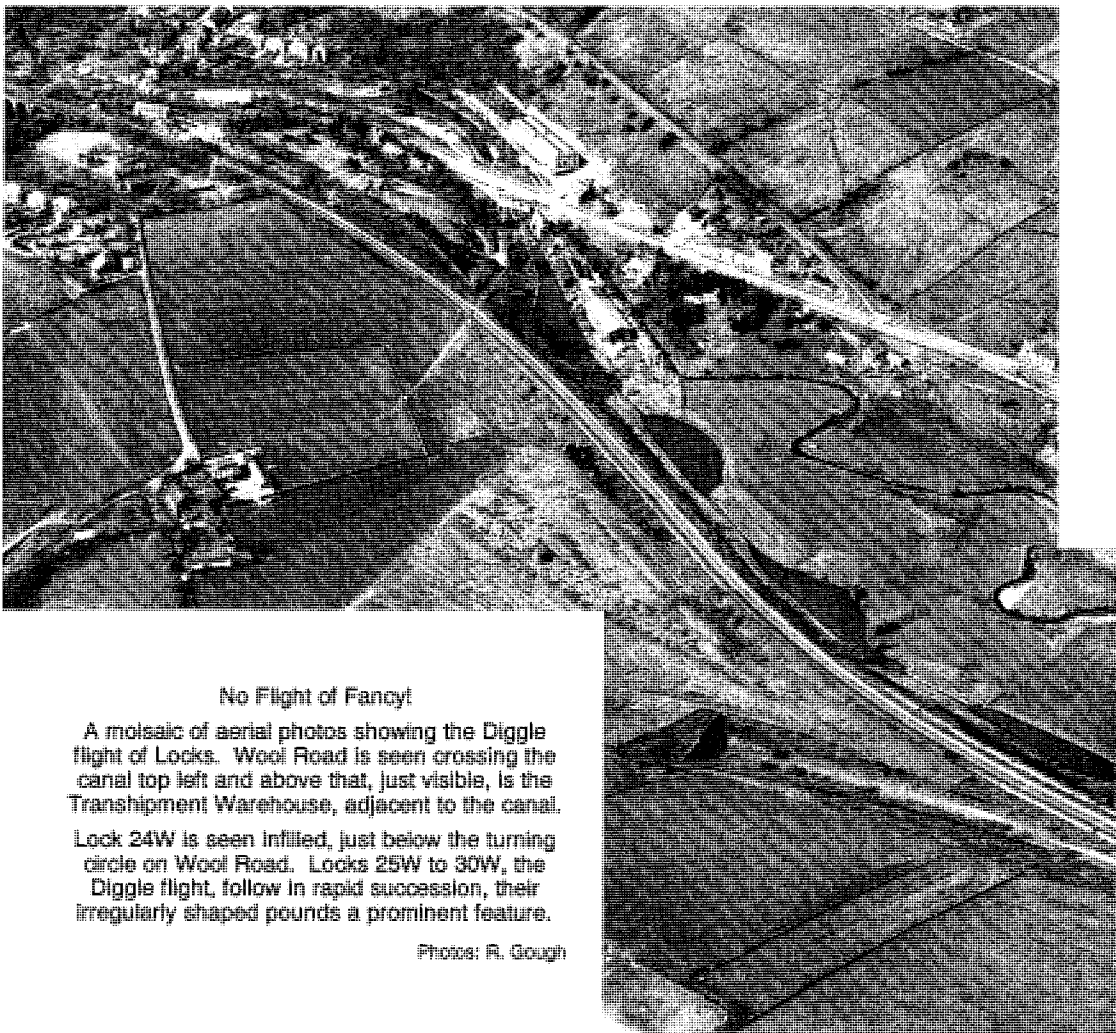


Spot the canal! The view from Queen Street bridge toward Lock 2E; a restoration task and a half. Photo: A. Ogborn

- (i) the extra surveys do not reveal unexpected problems,
- (ii) we can fund the preparation of a contract (see below re ERDF),
- (iii) British Rail can fund any essential works which fall to them to carry out (because of the interlinking of the canal and railway tunnels),
- (iv) British Waterways can fund the £300 - 400,000 they have promised (ie the money needed for essential maintenance just to keep the water flowing from the reservoirs down the Huddersfield Narrow to the Ashton and Peak Forest Canals) and

(v) the two regional offices of the DoE - or their successor, the URA, can find upwards of £2,000,000 in DLG, spread over a 2-3 year period.

Nothing is certain yet, but with £367,500 already spent or committed in moneys from Europe, from Central Government, from the Yorkshire & Humberside Sports Council, from Oldham, Kirklees and Tameside Councils, and from this Society, I am hopeful.



No Flight of Fancy!

A mosaic of aerial photos showing the Diggle flight of Locks. Wool Road is seen crossing the canal top left and above that, just visible, is the Transhipment Warehouse, adjacent to the canal.

Lock 24W is seen infilled, just below the turning circle on Wool Road. Locks 25W to 30W, the Diggle flight, follow in rapid succession, their irregularly shaped pounds a prominent feature.

Photos: R. Gough

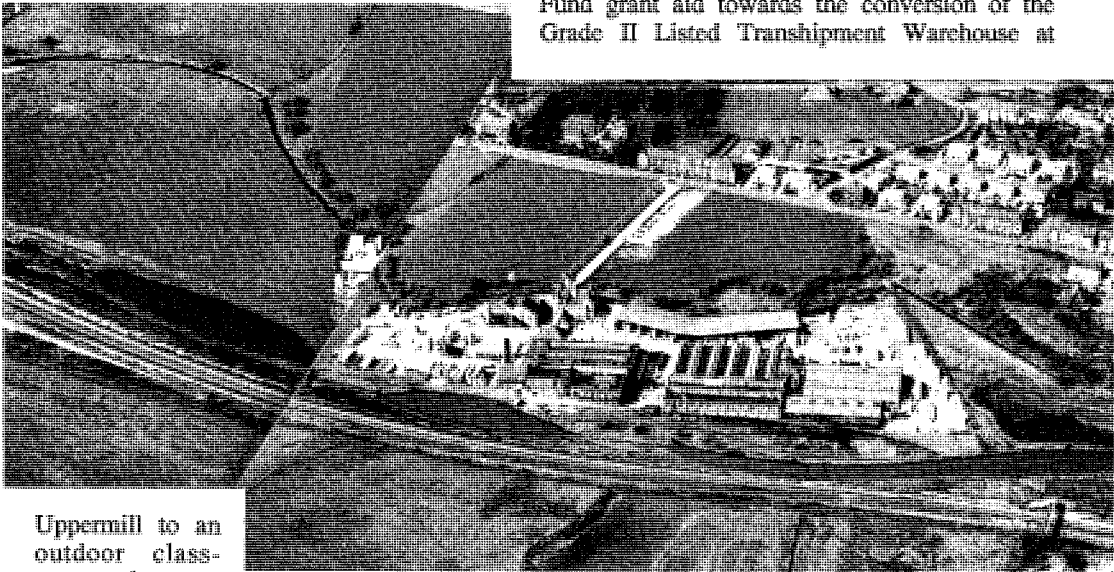
To return to the big news on the DLG front for HCS Restoration's workforce, we have been worried that Oldham Council's application for the Diggle flight of locks area could have to wait for approval by the URA with all the uncertainties that entails, and the likelihood of our workforce having completed all of the other approved schemes before a grant approval was possible. A last minute reallocation of funds between DoE regions has allowed the North West Regional office to grant approval for this work at a total anticipated cost of £693,000 provided Oldham and the Society can agree the details of the contract in time for this grant to be made during the 1992/93 financial year. That is not as easy as it sounds, but from our viewpoint it is essential that we succeed. Not only does it guarantee a major section of restoration, including seven locks, it also ensures we

RESTORATION REPORT

have funding for our workforce to continue after the present approved schemes are completed. As a matter of record, 54 of the original 74 locks are now restored. The completion of the Diggle flight and Lock 24E will bring the total to 62. You might think £693,000 is a lot of money to restore seven locks, but remember that there are pounds to dredge and washwalls and towpaths to restore. Also the scheme includes a significant amount of landscaping works for what is seen by Oldham Council as a particularly important part of the canal from the tourist viewpoint.

Restoration of the Diggle locks will bring our workforce up to the two locks restored by volunteers. That scheme is now nearly complete and we are looking for further work for volunteers. We regard it as important that the Society maintains a volunteer presence in addition to having a full time workforce. Trevor Ellis has various ideas for possible future work and I have written to British Waterways. I hope that one of us will be able to report progress on this front, although I don't expect to see volunteers being allowed to tackle further major reconstruction work, mainly because once the Diggle flight is complete, there only remains one lock that does not involve major engineering work (Lock 12W at Scout Green) and that is not a straightforward job; as I have previously reported.

Finally, we had unexpected news after Christmas, when we heard from the DoE that our application for European Regional Development Fund grant aid towards the conversion of the Grade II Listed Transshipment Warehouse at

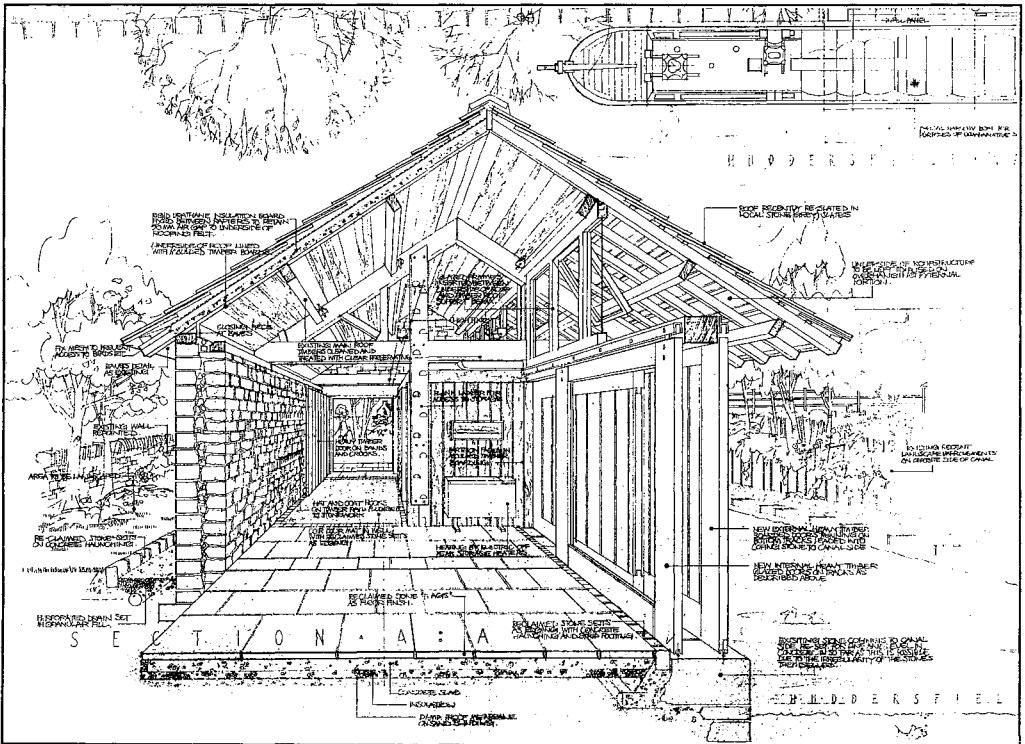


Uppermill to an outdoor classroom, for use

mainly by the Tame Valley Warden Service, as an extension to the Brownhill Visitor Centre, had been successful. A week or two earlier, Oldham Council had confirmed that their grant of £23,000 to the Society, approved earlier last year, could be spent on this project. We had anticipated making a start with Oldham's money and the Society's committed funding (you may remember that externally the building had been restored by Saddleworth Historical Society and on completion we took on the lease from British Waterways on the basis that we would pay for timber doors across the open front of the warehouse to restore it to its original

appearance). The granting of ERDF funding (45% of total costs) and donations of £1,000 from the Garfield Weston Foundation and the Esmée Fairbairn Charitable Trust, should allow us to complete the scheme at an estimated cost of £54,000. Architecture and Design Partnership of Holmfirth have produced detailed designs, and we had Planning Permission and Listed Building Consent for the conversion of the warehouse, but no approvals for a vital extra - the toilets. Because of the small scale of the warehouse, a separate building is needed - a kind of super outside loo.

Russell Earnshaw of ADP immediately submitted applications to Oldham Council who have dealt with them as quickly as legislation for publicity etc. allows them to do. It has been a case of 'all hands to the pumps' on site because the ERDF grant is given on the basis of a very tight spending deadline. It all looked pretty chaotic when I was there. Steve and John assure me it isn't. I've been doing something I never anticipated when I got involved in restoring the Canal - looking at furniture catalogues! The inside of the building has to be to a high standard as a Listed Building and as a super place for meetings etc. It has not escaped my attention that the River Stour Trust let out their Granary at Sudbury for wedding receptions etc. Can you picture that with wedding guests arriving on board 'Moonraker'?



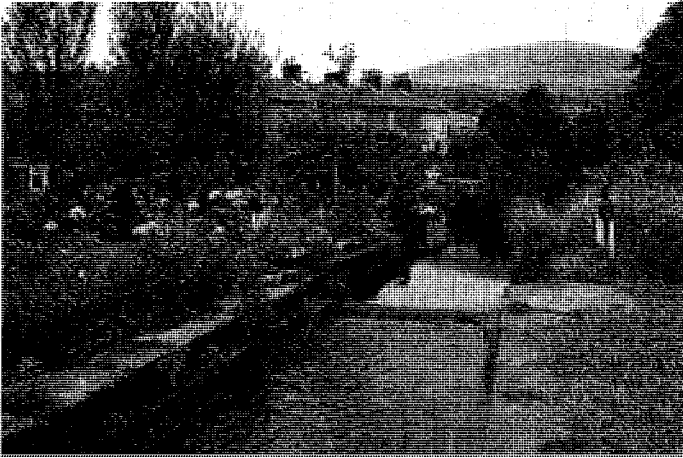
Internal cutaway plan of the proposed conversion of the Transshipment Warehouse.
(Adapted from ADP's design plans)

So we have had a hectic three months for the twelve and half people you employ through HCS Restoration, and for the 30 or so Employment Action participants involved in the scheme, and there seems the prospect of a fairly lengthy period of employment ahead; but there are clouds on the horizon. Our biggest concern has to be the uncertainty over the future of DLG approvals. The DoE have been incredibly supportive of our project with more than £1.5m in DLG approved so far (assuming we can sort out the Diggle section in time for approval to be given), and also the restoration of our neighbour, the Rochdale Canal. They have accepted our view (and the independent evidence from the L&R Consultants benefits study) that canal restoration is worthwhile not just for environmental reasons, or for fishermen, boaters or naturalists, but because of the benefits to the community and the jobs created. The Government's intention is that the Urban Regeneration Agency will take over from the DoE's responsibility for DLG, together with the City Challenge grant scheme (congratulations to Kirklees for winning umpteen millions for Batley! - Shame there's no canal there!) and to absorb the public sector property developer English Estates. The legislation setting up the URA is not expected to be through Parliament before Summer. The Agency will then have to find offices and staff before anything can happen. I am keeping my fingers crossed that Lord Walker, the Chairman Designate, and his staff will view the Huddersfield Narrow in the same light as the DoE.

Because of the uncertainty over future DLG funding, we have decided to make applications for further European funding in what is known as Round IIA of the Mersey Basin Campaign. We have been successful in obtaining grants in early phases and have developed an excellent



Lock 2E, Huddersfield; major reconstruction work is called for.
Note the old lock gates at the tail end. Photo: A. Ogborn



Looking back. Lock 19W, Royal George Mills, before restoration.
Photo: A. Ogborn

working relationship with the DoE who are responsible for allocating funds. Identical applications are being submitted by Oldham and Tameside Councils on the one hand, and the Society on the other for various projects, including the preparation of contracts for the restoration of Standedge Tunnel. Although this European Regional Development Fund scheme grants only up to 45% of total costs, which could cause a financial crisis if all our applications were approved, we have some

time to see how things work out before committing the Society to bankruptcy. The deadline for applications was the beginning of February and there is no opportunity for further ERDF applications until 1995. We are suggesting that the DoE consider part DLG / part ERDF funding for the schemes, but that may prove too complex to organise; particularly because of the rules for the ERDF grants.

The second uncertainty we face is over the future of the Employment Action scheme. It is intended to be merged with Employment Training in a new scheme, Training for Work, with different funding arrangements. I do not know yet whether we will be invited to participate by Manchester TEC, or what terms they will offer. With the main thrust of work being likely to transfer to lock restoration, (where we would prefer to use our own full time team), I am not clear at this moment how much work we can offer participants. Having said that, it would be a shame to drop out of the scheme. I know the arguments against job creation schemes, but we have provided work for about 1,500 unemployed people through the various schemes in which we have been involved; a significant proportion of whom have gone on to full time employment on the strength of their experience with HCS Restoration.

I know I keep harping on about the Society's thanks to the officers of the DoE, our three Councils and British Waterways, but it happens to be true. Without their support and their efforts, we would not have the serious prospect of a fully restored canal by the turn of the century. I have been less generous with my praises for our own staff, however, and it's time to make amends. John Sully, our newly appointed Treasurer, recently told me that he was amazed at the progress I had made with HCS Restoration. The truth is, John, that I Chair the odd meeting and write the occasional piece in 'Pennine Link'. The real work is done by Steve Whitby and his team, aided and abetted by Mike Thompson.

Thank you to all of them.

Keith Gibson

TWENTY-TWO ISSUES AGO, the first restoration progress map appeared as a centre spread, showing the 'state of play' as of July 1988. Hand drawn by Andrew Farnell, it combined the difficult tasks of cartography and restoration symbolism into a representation of the 20 mile Huddersfield Narrow. Regular updates were published over the following year. Unavoidable difficulties led to a static phase up to Issue 96 (Nov/Dec 1990).

During 1990, our General Secretary, Frank Smith, started a more graphical approach using the Society's computers and graphics program. Forgoing scale and cartographic convention, the 'thermometer' prototype remained at the Mark I stage until an E.T. trainee, Alan Lockett, made the major changes and additions necessary for publication in Issue 97 (Spring 1991).

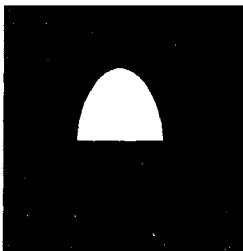
Having the maps stored on the computer made them particularly easy to update and modify, and the 'thermometer' format gave a clear summary of restoration progress. However, there had been certain concern about the lack of scale; the more or less standard distance between the locks on the maps, frequently disguising the amount of restoration effort involved. More seriously, our Editor, Alwyn, made use of their milestone locations in producing the photo's for Issue 100, only to find himself taking more exercise than anticipated! Time for a rethink.

Returning to the cartographic approach is fraught with difficulties considering the shape and size of the two 'sides' of the canal, besides, an Ordnance Survey based rendition would involve a Copyright fee. As a compromise, it was decided to retain the clarity of the 'thermometer' style and introduce true scale; devoting four pages to the maps. I must admit this new version has gone through innumerable changes and is by no means definitive. The enlarged scaling not only gives a realistic impression of restoration completed/to do, but allows the inclusion of certain 'tourist information' and particularly towpath access from the various road bridges. At least Alwyn now knows the quickest routes to the milestones!

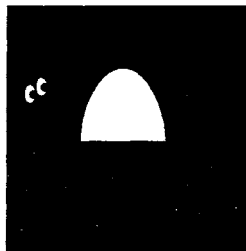
Errors, refinements and comments to the Editor.

Bob Gough

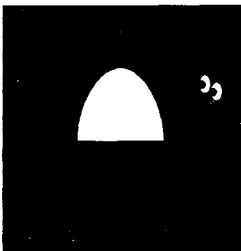
In Standedge Tunnel ...



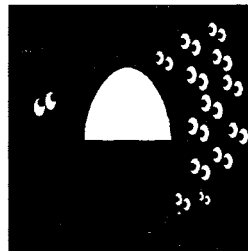
Have you been here long?



Well, put it like this ...



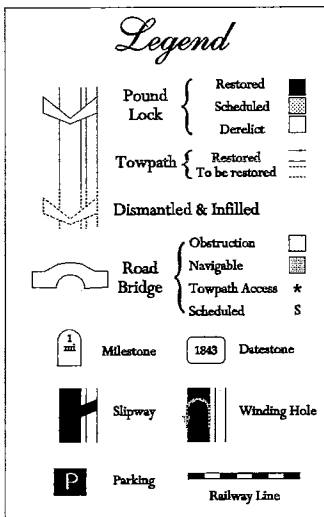
Meet the family!



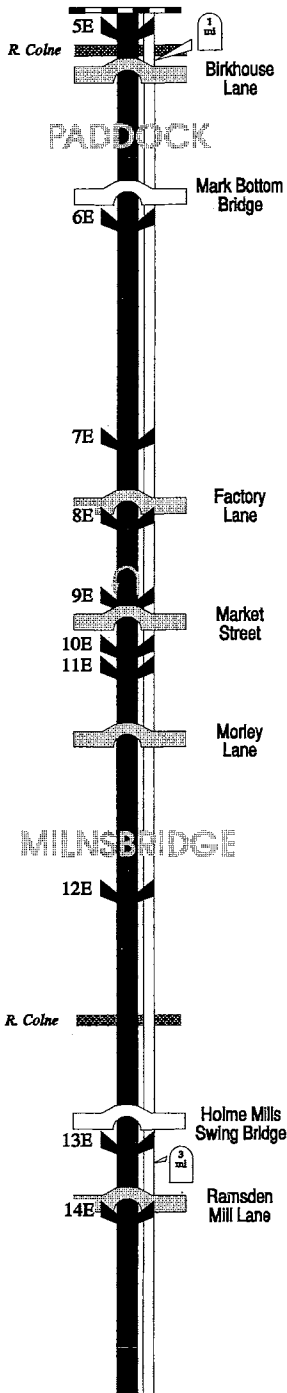
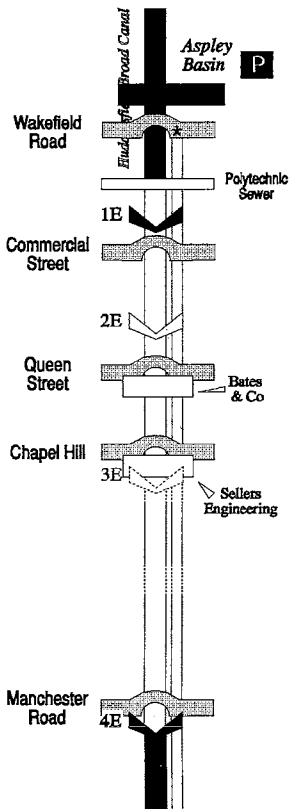
Correction to Issue 104: Robert Maycock's article 'A Boatman's Tale', para 4.

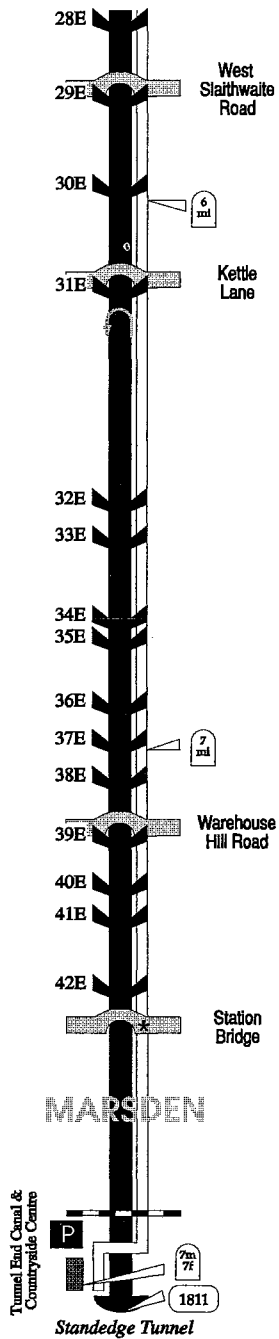
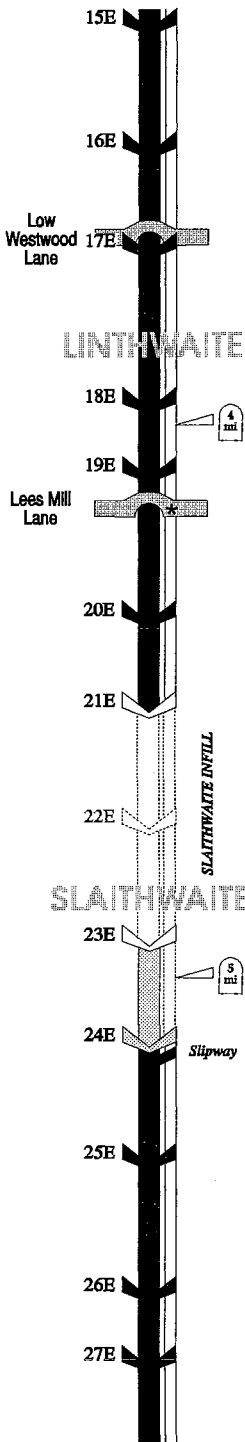
The text, rather abruptly read " ...when Mr E had the idea of hollowing out one of the larger 'blubs', his secretary working under a flashing miniature lighthouse wrote "light bulb" ..." It should have read " ...when Mr E had the idea of hollowing out one of the larger 'blubs' and placing it over an electrical element, he called the idea a 'light blub', his secretary working under a flashing miniature lighthouse wrote "light bulb" ..." *Profuse apologies from the typesetter, Ed.*

Huddersfield Narrow Canal - East Side - Restoration Progress - January 1993



HUDDERSFIELD





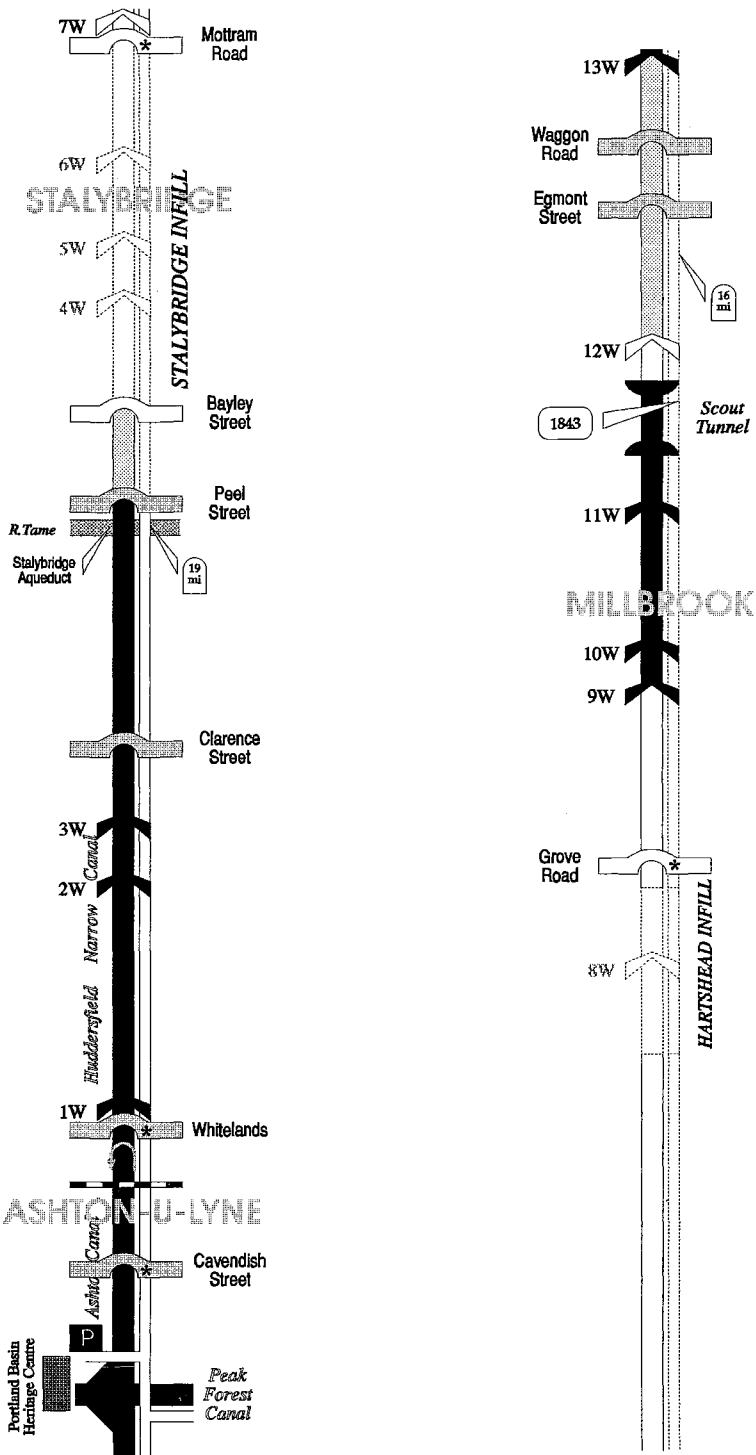
1000

Yards 0 Mile

0.5

1

Huddersfield Narrow Canal - West Side - Restoration Progress - January 1993

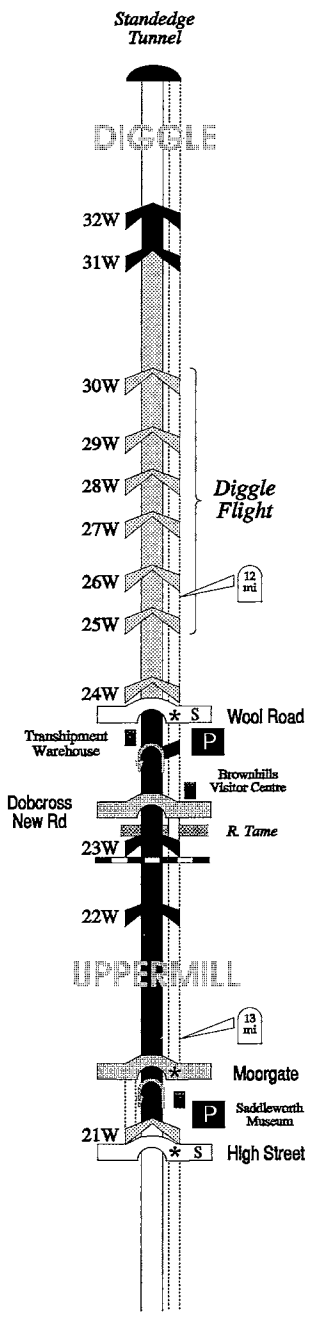
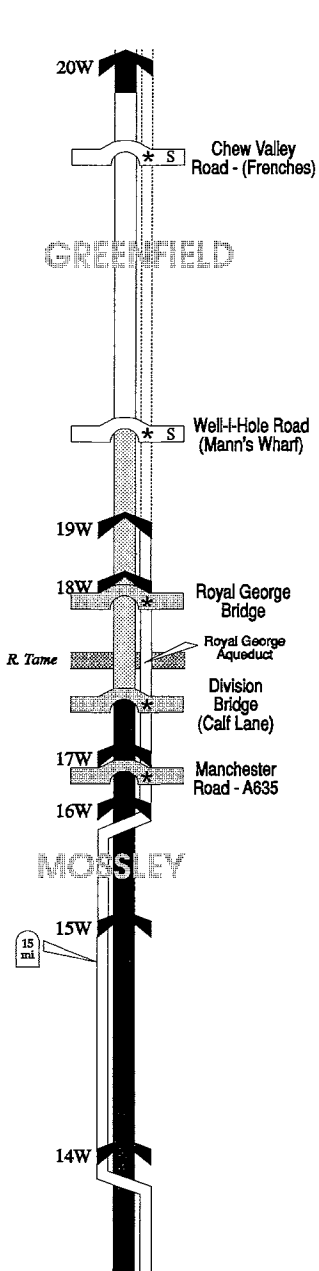


1000

Yards 0 Mile

0.5

1



Pennine

MIDDLEWICH NARROWBOATS

(WILLOW WREN KEARNS LTD.)
CANAL TERRACE
MIDDLEWICH, CHESHIRE, CW10 9BD

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

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



"THE BOATER'S HIRE BASE"

SEND FOR BROCHURE

TELEPHONE:
060 684 2460

ACCOMMODATION?



No problem at Globe Farm!



We have Bed & Breakfast (with H & C)

Self-Catering Bunkhouse for 27 people with Showers and Drying Room
Camping •••• All at very reasonable rates

Contact:

Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr. Oldham

For details Telephone: 045787 3040 • Member H.C.S.



Canal Cruises

'PENNINE MOONRAKER'

Why not join us for a while for a relaxing canal boat trip in Saddleworth?

Contact: John Bradbury
10, Hill End Road, Delph, Nr. Oldham, OL3 5JA
Tel: Saddleworth (0457) 873085

NATIONAL WATERWAYS CLEAN-UP CAMPAIGN

THE Society intends to participate in a National Waterway Clean-up Campaign over the weekend of March 27/28th 1993. The objective of the exercise will be to collect and dispose of as much rubbish and debris from the navigable and restored waterways as is possible during the two days.

The campaign has been initiated by the Inland Waterways Association who are seeking the support of other waterway organisations.

We have jumped at the chance to organise this event which will not only take on a much needed clean-up, but should also attract good publicity for the Society.

Two stretches of the Huddersfield Narrow Canal have been targeted and co-ordinators appointed who will provide more details of access, parking etc. if requested.

Wheelbarrows and skips will be supplied - all you will need to bring with you are some protective gloves.

Remember - sartorial elegance is not the order of the day even though you may get your photo in Pennine Link!

The stretches selected for the works are:

WEST SIDE - Locks 1 to 3 at Ashton-under-Lyne
Co-ordinator - John Young (061-624 3719)

EAST SIDE - Huddersfield University site
Co-ordinator - Gordon Calverley (061-339 1332)

The hours are 10am to 4pm Saturday and Sunday.

Even if you can spare just half an hour of your time, you will help to make the campaign a success and be able to meet other members of the Society.

For further information please contact either the organisers or the Society office in Ashton.

Frank Smith

SALES VOLUNTEERS REQUIRED

THE Society needs additional volunteers to help staff the Sales Trailer at weekends throughout the Spring and Summer months at Festivals and similar events.

If you would like to help or require further information, please contact the Office or the Sales Officer.

Gay Quilter (Sales Officer) 0457 872526 (Home)

Frank Smith (General Secretary) 061 339 1332 (HCS Office)



THE restoration team's next major stretch of dredging is due to take place between Locks 13W and 12W. The severely silted nature of the canal means it is impossible to use water-based methods and must be dredged by land-based equipment; the dredgings being taken away by road to a licenced tip site. For the sheer practicality of handling, it is important to reduce the water content of the dredgings and to this end, the canal level has been lowered to allow the marginal silt to dry out somewhat. Naturally this loss of water meant a fish rescue was organised with British Waterways and their Fisheries Officer.

Using a 240v source, the fish were harmlessly stunned and chivvied downstream toward Lock 12W. A pair of Herons were keen spectators, voraciously gathering up the small fry unavoidably stranded in the marginal silt. The larger specimens were netted individually as the dinghy progressed along the canal; the prize catch being a 20 inch Pike! Some 300lb of fish including Pike, Gudgeon, Bream and Perch, were rescued and transferred to the pound above Lock 13W; much to the delight of local anglers.



Netting the larger fish as the stunning process 'encourages' the rest to swim for Lock 12W. Photo: R. Gough



The one that didn't get away!
A fine specimen of Pike rescued from the Narrow. Photo: R. Gough

It is not only the fish which suffer from land-based dredging operations, the plant life, for which the canal merits its SSSI status, is also at risk through de-watering. However, by working during the 'dormant' winter months and dredging in stages (temporarily damming and refilling short sections of the canal as they are dredged), it is hoped to minimise any long term damage.

Bob Gough

A new superstore has, at long last, been opened by the Sainsbury Group at Aspley, Huddersfield - and a feature of the new shopping centre is the magnificent canalside walk which has been created.

The store is on the Huddersfield Broad Canal, but only a short distance from the junction with the Narrow, and has transformed an area which was formerly used by garages, car showrooms and a timber and hardware store.

There was considerable controversy over the type of building materials which should be used in the new development, with Kirklees Council taking a tough line over the use of natural stone. There can certainly be no complaints about the way in which the development has been built along the canalside elevation.

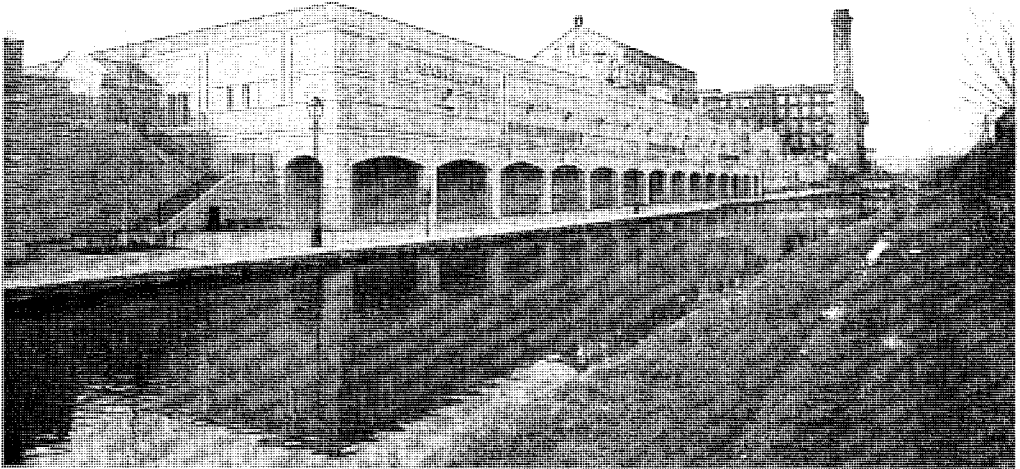


Photo: R. Gough

A wide walkway stretches for about 300 yards from the historic 'wonder of the waterway' lift bridge at Turnbridge, to a warehouse which is being developed into offices. And a route round the back of the warehouse - itself very sympathetically restored - should give access to Aspley Basin.

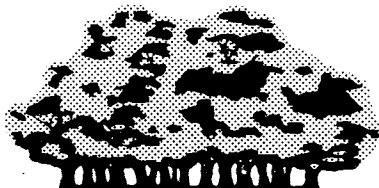
The walkway has colonnades, planted areas, seats, traditional lamp-posts and mooring bollards. A special access ramp for wheelchairs has also been provided and Sainsbury shoppers would find it an interesting and rewarding experience after 'checking out' from the main store to take a short tour of inspection of the canalside scheme.

Sainsbury's say that in building the new superstore they were conscious of the importance of the site in relationship with the Broad Canal and that this should be a prime design factor. Certainly what has been achieved highlights the rather rundown, careworn appearance of other parts of the Turnbridge area.

But who knows, it could give a boost to other improvement schemes.

Alec Ramsden

Pennine



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 Christmas Hampers

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

Details from **H T Greenwood Ltd**, Unit 10/11, Crown Business Centre, George Street,
Failsworth, Manchester M35 9BW. Telephone: 061-684 8339

Jazz Times

LIVE JAZZ PAST PRESENT & FUTURE

Subscribe to Jazz Times:

- | U.K. | Europe (Airmail) |
|------------------------|------------------|
| • 12 months £13 | • 12 months £18 |
| • 6 months £7.25 | • 6 months £7 |
| • 1 issue (post) £1.50 | |

Others

- 12 months £23.00
- 6 months 13.00

Priority Order Form

Money with order to:-

Alice Garnett, Jazz Times,
10 Perry Road, Timperley,
Altrincham, Cheshire,
WA15-7SU Tel: 061 980 1695

Please send me _____

Name: _____

Address: _____

Post Code: _____ Tel: _____



EGERTON Narrow Boats

The Arches Boatyard
Potato Wharf, Liverpool Road,
Manchester M3 4NB

Winter Maintenance
Compliance Certificate Work
Chandlery, Engines and all your
Boating Needs
Free Estimates Given
Two to Six Berth Hire Fleet
Dayboat Hire
Coal, Calor Gas and Diesel also available
(Service and Repair work can be
undertaken on your home moorings)
BREAKDOWN SERVICE AVAILABLE
TEL: 061 833 9878 0492 572664

Industrial Graphics

Mockridge Labels and Nameplates is an established market leader in the production of industrial graphic printing, including Photo Anodising, Chemical Etching, Machine Engraving, Profiling and Tooling-out.

From Graphic Membranes in Polyester to Stainless Steel Control Panels and Brass Signs, We can provide quality branding to identify and promote your products, plus design and technical advice.

Highly Trained specialist staff working as a team, but giving you a personal service.



mockridge
 LABELS & NAMEPLATES LTD.
 Cavendish St, Ashton-u-Lyne, Lancs. OL6 7QL.



Tel: **061 308 2331**
 Fax: **061 343 1958**



Tunnel End Canal & Countryside Centre

Waters Road
 Marsden
 Huddersfield
 West Yorkshire
 HD7 6NQ

Tel: (0484) 846062

Summer (April - October) Opening

| | | |
|-----------|--------------|-------------|
| Monday | CLOSED | |
| Tuesday | CLOSED | 2.00-4.00pm |
| Wednesday | 10.00-1.00 | 2.00-4.00pm |
| Thursday | 10.00-1.00 | 2.00-4.00pm |
| Friday | 10.00-1.00 | 2.00-4.00pm |
| Saturday | 10.30-5.00pm | |
| Sunday | 10.30-5.00pm | |

Winter (November - March) Opening

| | | |
|-----------|--------------|-------------|
| Monday | CLOSED | |
| Tuesday | CLOSED | 2.00-4.00pm |
| Wednesday | 11.00-1.00 | 2.00-4.00pm |
| Thursday | 11.00-1.00 | 2.00-4.00pm |
| Friday | CLOSED | |
| Saturday | 10.30-4.00pm | |
| Sunday | 10.30-4.00pm | |

Pennine

THE pictures reproduced here (and on the front cover) were very kindly loaned to us by Mr Harry Franklin of Uppermill. They were painted by his airforce colleague, a Mr Robert Goodwin, in the late 40's and show each scene as it was then. We are very grateful to Harry for the loan, and to Society member Mr Frank Holt for introducing us to the find.



Moorgate, Uppermill. Looking toward Greenfield; the Victoria Mill is now Saddleworth Museum.

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

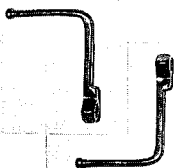
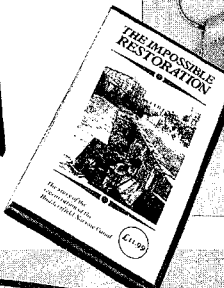
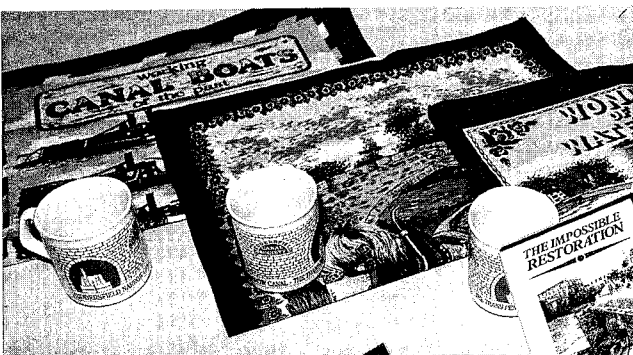
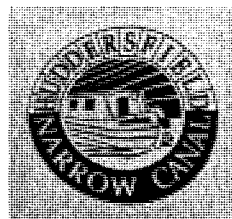
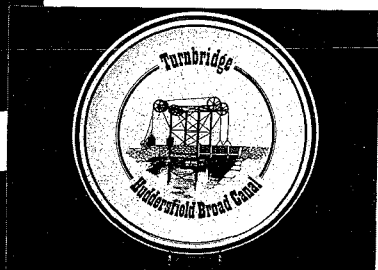
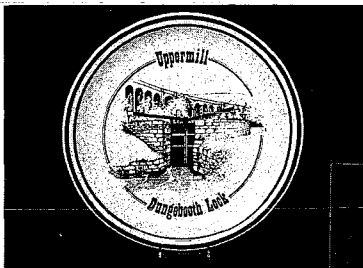
Subscription £ Donation £

Amount enclosed £ Cheque/PO/Cash

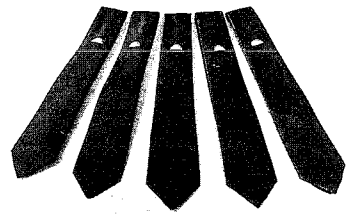
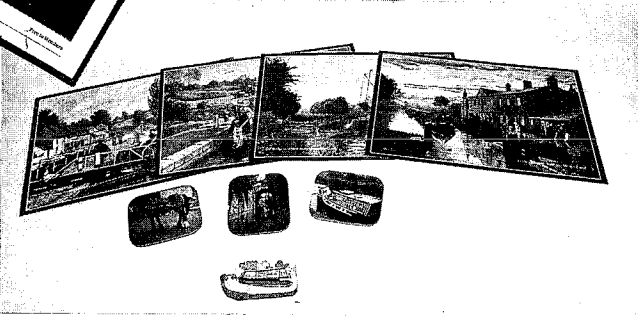
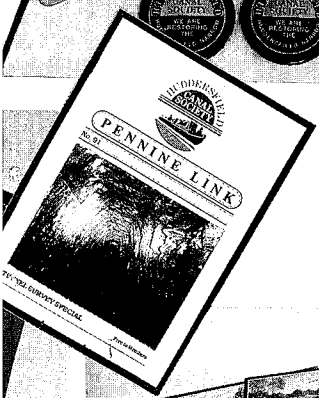
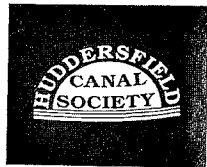
I heard about the Society from

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

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



TOXVEND SALES



BOOKS

| | |
|--------------------------------------------------------|------|
| Aire & Calder | 4.95 |
| Barton Swing Aqueduct | 2.00 |
| Canal Companion - 4 Counties Ring | 5.95 |
| Canal Companion - Cheshire Ring | 6.95 |
| Lancashire Waterways | 0.85 |
| Manchester Canals - Historical Map | 3.00 |
| Pennine Link - Tunnel Edition | 1.00 |
| Pennine Passage | 5.95 |
| Rochdale Canal | 1.20 |
| Tales from the Towpath (Mike Harding) | 2.50 |
| Towpath Guide | 1.00 |
| Walk the Waterways around Manchester | 4.99 |
| Walking the Lancaster Canal | 4.95 |
| West Yorkshire Waterways Guide | 2.95 |
| <i>Other titles available, please call for a list.</i> | |

BRIC-A-BRAC

| | |
|--------------------------------|------|
| Bookmarks | 0.75 |
| Novelty Narrowboat Pen/Keyring | 1.40 |
| Keyrings | 0.65 |
| Mini Windlass | 1.75 |

COMMEMORATIVE PLATES

| | |
|-------------|------|
| Dungebooth* | 6.00 |
| Tunnel End* | 6.00 |
| Turnbridge* | 6.00 |

CLOTHING

| | |
|-------------------------------------|-------|
| HCS Baseball Caps | 4.50 |
| HCS Tie | 4.00 |
| Sweatshirts - <i>HCS Large Logo</i> | |
| Sizes: Small & Medium | 12.00 |
| <i>HNC Logo</i> | |
| Sizes: S, M, L, XL | 12.00 |
| XXL | 13.50 |
| <i>HCS Small Logo</i> | |
| Sizes: S, M, L, XL, XXL | 12.00 |
| Child | 10.00 |
| T-Shirts - <i>HCS Large Logo</i> | |
| Sizes: Child, S, M, L, XL, XXL | 6.50 |
| <i>Small Logo HCS/HNC</i> | |
| Sizes: S, M, L, XL, XXL | 6.50 |
| <i>Diggle Design</i> | |
| Child | 5.50 |

HOUSEWARE

| | |
|----------------------|------|
| Cork Backed Coasters | 0.60 |
| Fridge Magnets | 1.40 |
| Small Floral Trays | 0.80 |
| HCS Mug* | 2.00 |
| Tea Towel | 2.25 |
| Place Mats | 1.50 |

VIDEO - The Impossible Restoration 11.99

**These items must be collected from the Ashton office*

SALES ORDER FORM

| ITEM | QTY | COST |
|------------------|-----|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Sub-Total | | |
| P & P | | 0.95 |
| TOTAL | | |

Name:

Address:

.....

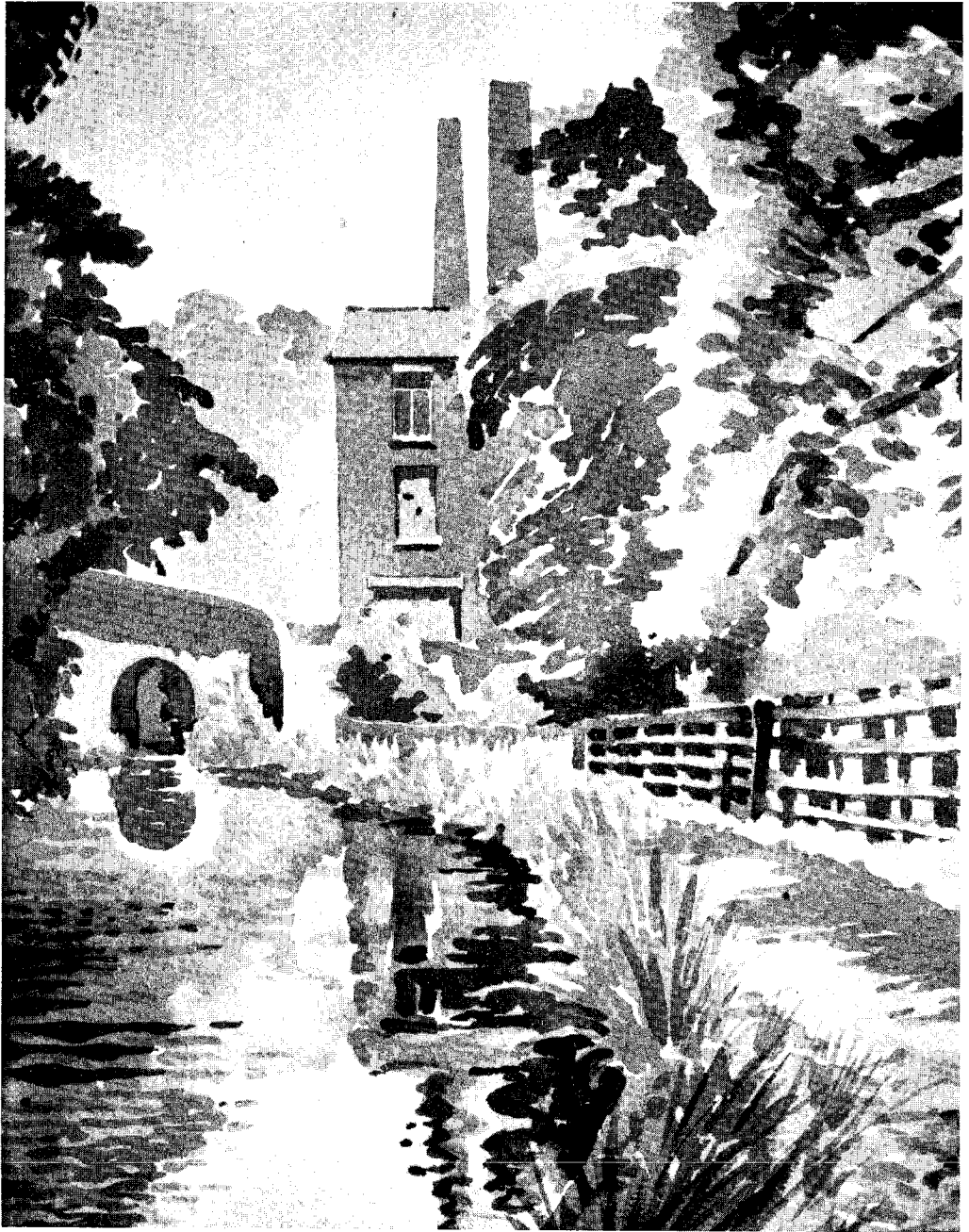
.....

..... Postcode

Please make cheques payable to LOXVEND LTD

To: Gay Quilter, 12 Shaw Hall Close, Greenfield, Oldham, OL3 7PG

OLD WATERCOLOURS



High Street Bridge, Uppermill. Rope Works in the background, now demolished

Pennine

■ THE STAMFORD CONCEPT IN PROGRESSIVE BUSINESS ■



Micropol
Manufacturers of specialist
Thermoplastic compounds
and Powders.



**Mouldings International
Limited**

Manufacturers of plastic
injection moulded products.



**Mailbox Mouldings
Limited**

Manufacturers of plastic
rotational moulded products.



Stamford Profiles Limited
Manufacturers of Lignum
extruded profiles.

Mailbox

**Mailbox International
Limited**
Materials handling products
by mail order.



Opto International Limited
Interior design, storefitting
and conveyor systems.

**Stamford
Management
Services Ltd.**

**Stamford Management
Services Limited**
Professional management
services.



Sudlows Carriers Limited
National hauliers and
distributors.

The Stamford Group

The Stamford Group
Limited
Bayley Street,
Stalybridge,
Cheshire SK15 1QQ
Telephone: 061-330 6511
Telex: 667549
Telefax: 061-330 5576

A UNIQUE OPPORTUNITY TO LEASE SUPERBLY REFURBISHED WORKSHOP UNITS



**FROM 600 to 3,000 sq. FT.
WITH COMPREHENSIVE
BUSINESS SUPPORT FACILITIES.**

Features include:

- Flexible Leasing arrangements.
- Management guidance and support.
- Administrative assistance
- Inhouse catering

For further details
and colour brochure
telephone

David Hadfield
061-330 6511

Tower Mill, Park Road, Tameside, Cheshire SK16 5LN.



YOU'LL BE IN GOOD COMPANY

Shire Cruisers



The Wharf
Sowerby Bridge
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 ravening 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

Enjoy a cruise on board our traditionally styled narrow boat as we serve you with our home cooked meals

SUMMER SPRITE

Have a day out on our self-steer day boat, fully equipped with galley and toilet. Boat handling instruction given.



Left to right: Roy Meakin, Hazel Remfrey, David Sumner (Chairman, HCS), Peter Fairhead (Great Yorkshire Radio), Alison Pickles, Helen Bower and Lorraine Holmes (Huddersfield Technical College) Photo: Valley News Pictures

MORE than sixty people attended a memorable evening presentation at The Railway pub near Tunnel End, Marsden, in December to recognise the efforts of the walkers on the 1992 Toepath Sponsored Walk. This was indeed a pleasant surprise for the organisers because the turnout for the walk itself had been disappointingly low!

A total of approximately £1,000 was presented to HCS along with a similar amount for last year's walk, which made a grand total of £2,000. I would like to thank all the Committee members who worked hard during the year to organise the event; they are:

Dave Finnis - Publicity, Ruth Gilbert - Catering, Tina Shaw - Manning, Geoff Brown - Finance and my wife Myra who took the minutes.

The walk itself did not enjoy the superb weather of the previous year, but we had about 50 walkers, some of whom recorded outstanding levels of sponsorship. The 'winners' were:

- Individual sponsorship - Roy Meakin - £250
- Runner up - Tony Garside - £220
- Youngest Walker - Hazel Remfrey (5) - £70
- Group Sponsorship - Huddersfield Technical College - £192
- Painting Competition - Alison Pickles
- Quiz - Helen Bower

Finally, thank you to the other walkers who didn't win prizes but just had an enjoyable day out. We hope we can arrange something similar in the future.

Richard Bussey
Toepath '92 Co-ordinator

HUDDERSFIELD CANAL SOCIETY

NOTICE IS HEREBY GIVEN THAT THE THIRTEENTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT THE NEW BRIDGE INN, MICKLEHURST ROAD, MOSSLEY, ON SUNDAY THE 23RD DAY OF MAY 1993 AT 11.00 AM

TO TRANSACT THE FOLLOWING BUSINESS

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1992 together with the Report of the Council of Management and of the Auditors thereon.
- B. To re-elect Messrs Revell Ward of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
- C. To re-elect David M. Sumner as a Member of the Council of Management retiring by rotation.
- D. To re-elect Trevor Ellis as a Member of the Council of Management retiring by rotation.
- E. To re-elect Sue Chadwick as a Member of the Council of Management retiring by rotation.
- F. To re-elect Ken Goodwin as a Member of the Council of Management retiring by rotation.
- G. To confirm the appointment of Mr. K. Wright, Mrs. J. G. Quilter and Mrs J. A. Young co-opted during the year.
- H. To consider any other nominations.
- I. Any other business.

DATED the Fourth day of January, 1993

By Order of the Council
J. M. Fryer Company Secretary

AGM BOAT TRIP

Following the meeting, members will be treated to a boat trip along the newly restored section of the Huddersfield Narrow Canal in Mossley; the longest stretch of restored canal on the western side of the Pennines.

This will be the first occasion that anyone will have sailed the canal since 1948. However, the 'boat' will be a converted 50 foot mud hopper and tug, so it would be prudent to come suitably dressed in your old clothes.

The canal is only a stone's throw away from the New Bridge Inn and well within walking distance.

Dear Editor, Pennine Link

Charity Bank

I am writing to thank your readers for responding so splendidly to our appeal last year.

Could I please appeal to them to continue sending old and new Green Shield, Co-op, Blue Chip, Pink, Look, Cash, Premier Gold, Supersave, Nationwide and all other types of trading stamps; Texaco, Gulf, Mobil, Shell, BP, Esso, Fina, Elf, Heron, Total, Burmah and all other types of petrol vouchers; Air Miles, cigarette coupons, silver foil, aluminium can ring pulls and all denominations of used postage stamps to:-

WRG/IWA Charity Bank, 6 Spa Lane, Hinckley, Leics., LE10 1JB

This is a permanent request which will last indefinitely.

The Inland Waterways Association is a National charity campaigning for the multi-functional use of all Britain's inland waterways by fishermen, walkers, naturalists, boaters etc. The Waterways Recovery Group carries out voluntary canal restoration work and runs canal camps for young people interested in working on renovation schemes and giving their free time to help others.

We turn the used stamps into cash and the petrol vouchers etc. into goods for sale. We have raised £6,500 since August 1988 and aim to raise £3,500 every year this way. The money raised goes to support canal restoration schemes all over the country.

Kind regards,

Yours sincerely,

Michael Handford
Chairman Restoration Committee



VOLUNTEERS REQUIRED

THE Society needs volunteers both during the week and at weekends to help crew our trip boats based at Portland Basin, Ashton-under-Lyne, and at Tunnel End, Marsden.

Experience not required as full training will be given. Crewing is shared between the Skipper - steering the boat and engine maintenance, and Cabin Staff - looking after the passengers.

If you would like to help or require further information, please contact the Office or Crew Co-ordinator.

| | |
|---------------------------------|---------------------------|
| Alan Knott (Crew Co-ordinator) | 061 338 4328 (Home) |
| Frank Smith (General Secretary) | 061 339 1332 (HCS Office) |

Pennine

THE STATION

WARRINGTON ST., ASHTON · 330 6776

What could be more pleasant
than a fine Lunch,
a superb pint & good company
in our Conservatory
or in the garden if its fine?

WE'RE OPEN ALL AFTERNOON

Hand-pumped Real Ales –

**BODDINGTONS · MARSTONS plus
GUEST BEERS**

Monday Night
is **FOLK NIGHT**



The Conservatory is bookable
for parties up to two dozen,
larger groups, up to 65, may book
our upstairs function suite.

Ask for Menus.

ASHTON'S PREMIER FREEHOUSE



ONLY A SHORT
WALK FROM THE
HUDDERSFIELD NARROW!

Tameside Metropolitan Borough Council's Viewpoint Towards the Restoration of the Huddersfield Narrow Canal.

SINCE the formation of the Huddersfield Canal Society in 1974, the potential of a restored waterway has been actively recognised. Tameside Council is fully committed to the restoration of the Huddersfield Narrow Canal. The restoration project is now one of the main strands of the Council's environmental and economic regeneration policy. In environmental terms the project will assist in the reduction of Tameside's urban and industrial dereliction. It will also bring back into use an important recreational asset, not only for boaters but for anglers and walkers alike. The section within Tameside is also a Site of Special Scientific Interest (SSSI) and restoration will bring improved management to benefit the ecology of the waterway.

From an economic regeneration standpoint it is anticipated that the restoration will benefit the area both directly through tourism and indirectly by improving the environment. As the Borough continue to face a persistent and unrelenting decline in its traditional industries, the opportunity to encourage new employment opportunities is most welcome. The canal network is now a prominent feature of Tameside's tourism strategy and the Council is anxious to see the leisure, tourist and service sector industries investing in canalside facilities to attract the visitor. However, it is hoped there will be other benefits too. An attractive, maintained and active waterside environment should, in itself, act as a stimulus to new investment.

Thanks to the lead given by the Society, what was once an overgrown channel synonymous with dereliction, decay and 'dirty old town' image, is now being transformed into an artery bringing new lifeblood into run-down areas. In this way we hope to secure the redevelopment of vacant sites, the rehabilitation of disused buildings and most importantly, the creation of new jobs.

Tameside Council has been able to give some help to this process through its initiative at Portland Basin, Ashton-u-Lyne. Here, part of an old fire-gutted warehouse has been rebuilt to house the Waterside Heritage Centre. In addition, we have found the capital necessary to carry out essential sewer replacement works to enable the Staley Wharf scheme to go ahead (hopefully in 1993!) and restore one of the locks in Mossley. All these schemes have been able to attract European Community grant funding. In the past it has been possible for the

Council to help restoration directly by grant-aiding the Canal Society. Unfortunately, in the current economic climate it is no longer possible to do this. However, the Council is now directing its efforts towards achieving as much restoration work as possible through Derelict Land Grant (DLG). A programme of works has been drawn up which is intended to secure the reopening of all but the Stalybridge town centre section within Tameside by the end of 1994. We shall do our part. Let us hope that the Department of the Environment and the future Urban Regeneration Agency continues to support the project and provide us with the necessary grant approvals.

Finally, a word about Stalybridge. It is certainly by far the largest restoration problem in Tameside, but the solution is also the most exciting project on the whole canal. The use of rivers as part of the canal network is not new, but the conversion of a half mile section of the River Tame should have much wider benefits. Not only will it restore through navigation between Ashton and Huddersfield, it should also transform the centre of Stalybridge which currently turns its back on the river. The cost of this project has been estimated at around £5m for the engineering works alone, not counting property acquisition, service diversions, design and supervision fees etc. Where the funding comes from remains to be seen for the present. Nevertheless, when opportunities arise to make progress, they will be taken.

The recent demolition of Knowle Street viaduct, funded by DLG, is a case in point. The land formerly occupied by this viaduct will provide one of the two future connections between the river and the canal. In addition, the need to undertake redecking works to two bridges over the river, in the centre of Stalybridge, has resulted in the removal of the central supporting piers in the river bed. When the time comes, this will enable the navigable channel to be constructed much more easily.

The restoration of the Huddersfield Narrow Canal is one of the Borough's 'flagship' projects and Tameside Council will do all in its power to help make it happen.

Councillor Brierley

Councillor Brierley is Chairman of Tameside Council's Planning and Development Services Committee and is current Chairman of the Huddersfield Narrow Canal Joint Committee.



LIMITED EDITION WATERWAYS PRINTS FOR 'CANALS 200'

A set of limited edition colour prints of historic canal scenes has been produced as part of British Waterways' Canals 200 celebrations of the bicentenary of the 'Canal Mania' of 1793. Income from sales will also be contributing towards the restoration of the unique Anderton Boat Lift in Cheshire.

The four full-colour prints by artist and waterway enthusiast John Thirsk have been produced jointly by British Waterways and publishers Great Bear Ltd. All feature famous canal scenes in the North West of England.

The Anderton Lift is one of the wonders of the waterways. Built in 1875, it is the only surviving example in Britain and is a scheduled ancient monument.

British Waterways and Great Bear will donate £10 towards restoration of the Lift for each print of Anderton that is sold. Mike Mitchell, Chairman of the Trent & Mersey Canal Society, said: "What a super start to efforts to raise money to restore the Lift."

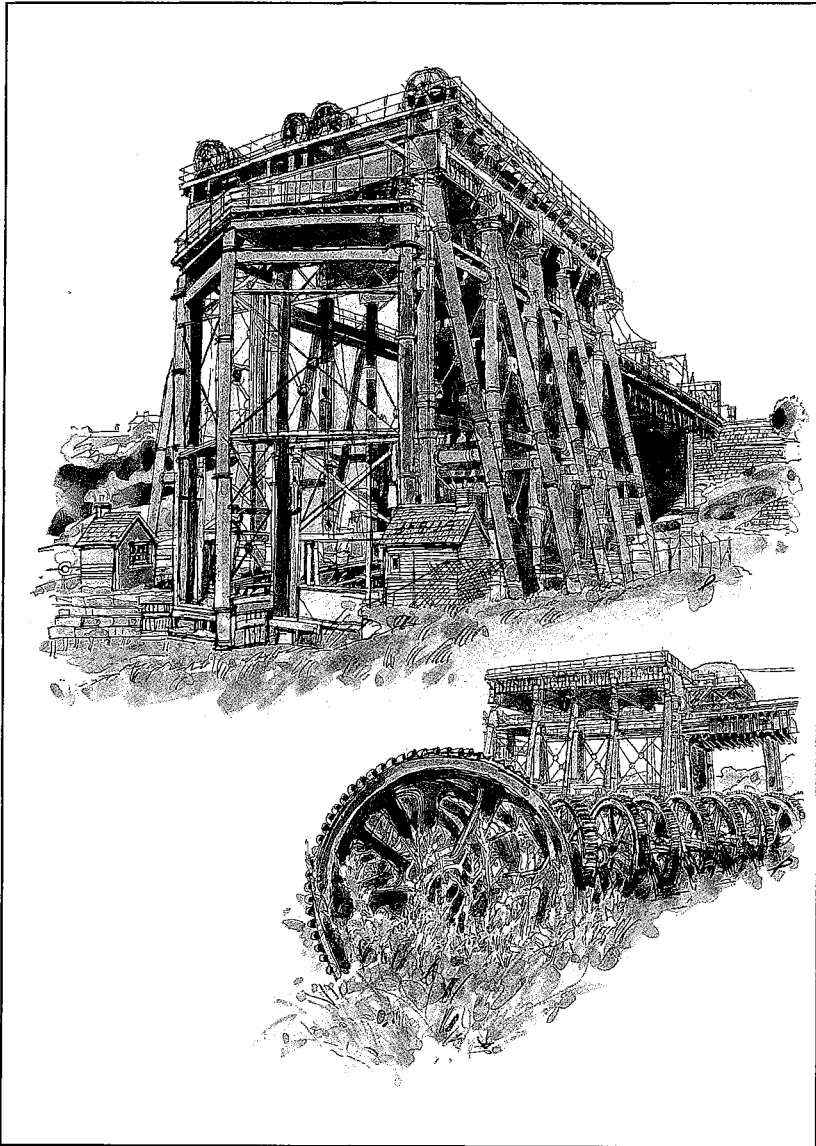
The four prints (maximum size 297mm x 420mm) are in limited editions of 850 of each view and cost £23.50 each, while the set of four is on offer for £82.25 (all prices include VAT and P&P) from:

Great Bear Publishers Ltd.
PO Box 111
Nantwich
Cheshire
CW5 6SL

(Cheques payable to Great Bear Publishers Ltd.)

During 1993, further sets of prints depicting scenes of Britain's unique waterways heritage from other parts of the country will be produced in conjunction with Great Bear Ltd as part of British Waterways' Canals 200 campaign.

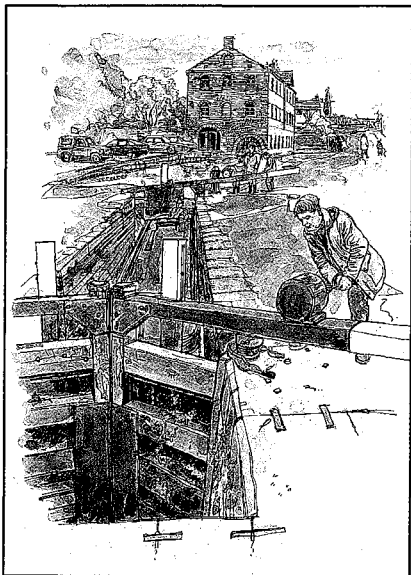
The prints are illustrated overleaf.



ANDERTON LIFT

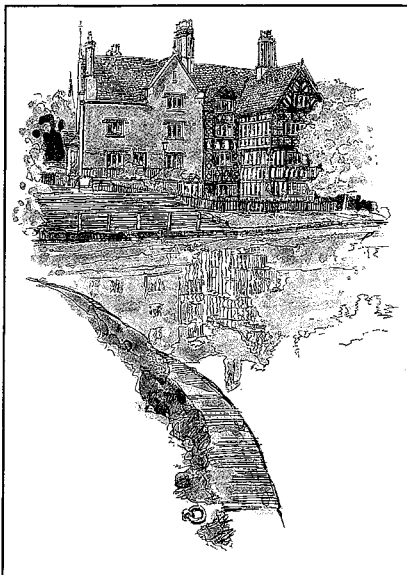
Anderton boat lift was built in 1875 to carry boats between the Weaver Navigation and the Trent & Mersey Canal, 50 feet above. Originally hydraulically operated, it was converted to electrical power with a massive system of gear wheels and pulleys in 1908. Now awaiting restoration, Anderton Lift is a dramatic reminder of the Victorian engineers' mastery of cast iron. It is the only surviving example in Britain and is a scheduled ancient monument.

CANALS 200 PRINTS



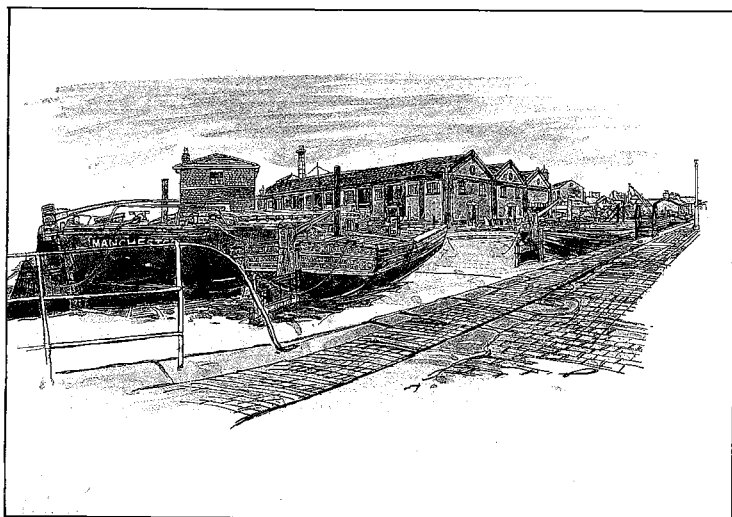
MARPLE LOCKS, LOWER PEAK FOREST CANAL

Marple Locks raise the lovely Peak Forest Canal over 200 feet from Manchester into the Derbyshire Hills. Built as part of the 'Canal Mania' to exploit the region's limestone, it is now noted for its beauty. The locks, built of local rugged stone, are overhung by mature trees through which views of the dramatic countryside can be glimpsed.



PACKET HOUSE, WORSLEY, BRIDGEWATER CANAL

Built in 1759 by the third Duke of Bridgewater to transport coal from his mines at Worsley, the Bridgewater Canal was a pioneering venture. The first canal of the modern age, it ignited the spark that led to the 'Canal Mania' of 1793 and to the building of Britain's 2,000 mile network of unique inland waterways.



THE BOAT MUSEUM, ELLESMERE PORT, SHROPSHIRE UNION CANAL

Ellesmere Port grew from the small settlement of Netherpool solely as a result of the building of the Ellesmere Canal. Authorised in 1793, the Ellesmere is now part of the lovely Shropshire Union Canal, famed for its bold embankments and cuttings. Today, the Boat Museum at Ellesmere Port recreates the waterways world of two centuries ago.

ON one of his regular visits to site, our driver, John Harrison, came across an old coin lying on the towpath at Woodend Mills, Mossley. In very poor condition, it took some vigorous cleaning to reveal its Roman features. A trip to the Manchester Museum provided the definitive identification.

The Keeper of Numismatics, Keith Sugden, had little hesitation in judging the coin to be 'an antoninianus of Gallienus with Uberitas, the goddess of fertility on the reverse'. The legend on the portrait or obverse side, reads 'GALLIENVS AVG' and the ruler is shown wearing a radiate crown. On the reverse, 'VBERITAS AVG', with the goddess standing, holding a bunch of grapes (or maybe a purse) and cornucopiae. Certain of these features are discernible, although only just!

As to date, Gallienus ruled the Empire jointly with his father, Valerian, from AD 253 - 260 and then alone from AD 260 - 268. Coins with the reverse legend ending AVGG belong to the joint reign, whilst the legend ending AVG indicates the sole reign. So we can say the coin was struck during the period 260 - 268, by which time it had been so debased from an original 40% silver, it has less than 5% silver in its predominantly copper content.

The antoninianus had a value of two denarii (Pre-decimal readers will recall the good old days of £ s d derived from the Latin; libra, solidus, denarius) or 32 copper asses - the lowest denomination then in use.

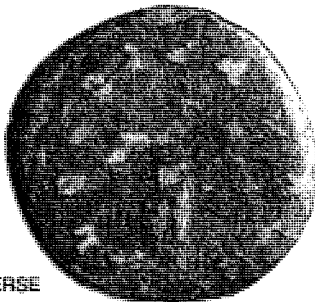
Romans in Mossley! Well, the coin is certainly a 'casual' find, probably coming in with fill material that was used to



OBVERSE



REVERSE



Photos: R.Gough

The coin is shown twice actual size and the line drawings, adapted from Cohen's "Médailles Impériales", show the details of this coin type.

construct the original towpath. By coincidence, two coins were found on Mossley Common in 1970; tetradrachms (equivalent to 3 denarii) of Gallienus and his wife, Salonina, so it's in good company.

Of course, the Romans were no strangers to canals. In the Midlands, the 11 mile long Fosdyke Navigation between Lincoln and the River Trent at Torksey was built in about AD 65 and was scoured in 1122.

Bob Gough
Alan Lockett

THE banks of the Narrow Canal at Marsden should present a more colourful picture this Spring, thanks to a combined operation involving HCS, local conservation groups and school children.

The floral facelift operation was the planting of hundreds of daffodil bulbs along a stretch of the Narrow Canal between Warehouse Hill and Tunnel End - the most popular stretch of the canal for walkers.

HCS officials dipped into the Society's coffers to buy the bulbs and Colne Valley Garden Centre helped considerably by providing them at cost price. The Marsden Enhancement and Residents Society, which had asked for HCS help, was involved with local school children in planting operation and so too were members of the local Countryside Service and other volunteers.

Ironically planting got underway on one of the coldest days of the year.

In fact the ground was so solid that a couple of pickaxes had to be brought into service.

The link-up was welcomed by Enhancement Society Chairman, local Kirklees Councillor, Dorothy Lindley and by HCS Public Relations Officer, Dave Finnis, who pointed out that canals were for everybody - not just boaters or dedicated enthusiasts working for their re-opening. "The more pleasant the surroundings, the greater the number of people who will come along to enjoy them. That's our aim with the Narrow Canal," he said.



Photo: Huddersfield Examiner

Nine-year-old Victoria Talbot and fourteen-year-old Matthew Wilkins lead the way on the bulb planting trail.

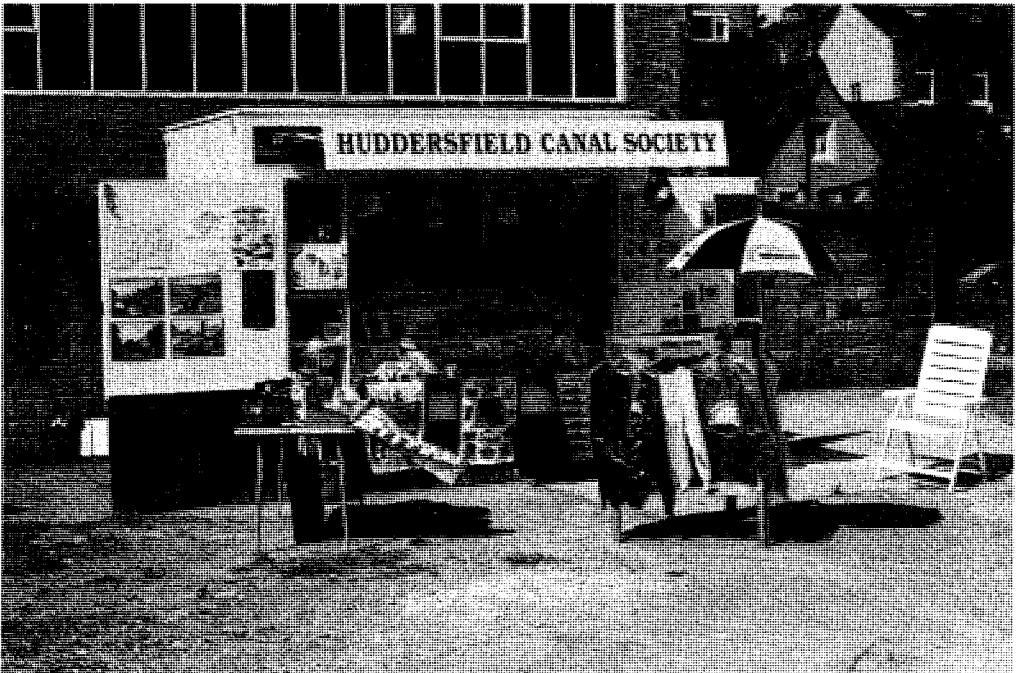
Alec Ramsden

'... go and sell what thou hast ...' (Matthew 19:12)

IF one were to travel back in time to the days when the canals were full of boats carrying cargoes, the scene would be much different from today. As the brightly coloured boats plied their trade along the cut, one would see the weatherworn faces of the boaters, eyes keenly watching the route ahead. Children, ragged, running to set the locks, women on the tillers of butties, lace bonnets and long skirts blowing in the breeze.

Every so often they would meet old friends or loved ones. Sometimes it would be whilst waiting to load or unload cargoes, or it could be an overnight stoppage at a small canalside village, where they would gather in the smokeroom of the local inn swapping tales of their journeys. Maybe it would be a longer stay when a fair was on at a nearby town. Young sweethearts would walk arm in arm, snatching a few precious hours together before moving off towards their destination.

To canal enthusiasts this seems like the perfect life. So, what's all this leading up to, you may ask? Well, it's quite simple. We want you to relive this 'time gone by' experience. Now, we don't trade from brightly coloured boats, although the idea sounds good, but from a well stocked, purpose-built caravan. When we go to the different festivals we meet all our friends from the other societies, swapping stories over a beer or two, just as boaters from years gone by would have done. Of course, the highlight is the IWA National Rally, where we meet old friends from all over the country. Unlike that of our forefathers, the work isn't hard and



Get in the picture! The well stocked Sales Caravan displaying its wares and promoting the restoration message.

Photo: S. Quilter

there's plenty of free time to wander around the festivals. There's always the option of dressing in traditional costume to add that bit of authenticity and to boost our Canal Society's image. Spending a few hours with sweethearts is an added bonus; just don't get caught!

We are hoping to fit in as many events as possible this year from Spring to Autumn, and as we made a good profit last year, we want to continue the trend. This is where you come in. We need more helpers at festivals, etc. If you can only put in an hour or two it will help, as it will give others a chance to look round (or meet sweethearts!)

Also we want to expand the Sales Team. This consists of a few of us who meet three or four times a year to plan events, agree on stock and discuss which lines are selling well or not at all. So if you want to be part of the Team or can just help out at a festival, give Gay a ring. As the National is at Peterborough this year, a lot of our regular helpers won't be available, so we will be desperate for help. If you are going to be at the National, think about letting us have an hour or two of your time. The Sales Team is made up of both sexes, so you men out there, don't think you won't fit in. Council Members are more than welcome, as they can deal with enquiries whilst the Team get on with the selling.

One final point. Over the years we have had second-hand books donated to us for re-sale. Unfortunately, due to the caravan carrying so much stock, we won't be able to accept them anymore, something to do with axle weight, so I believe. However, we can still sell any old back issues of Waterways World or Canal & Riverboat. Thanks to all those who have donated books in the past.

Venues booked to date are:

| | | |
|-----------|-------|------------------------------------------|
| May | 1-3 | Castlefield |
| | 15-16 | Oldham Owls (Werneth Park) |
| | 23 | Colne Valley Country Fair (Meltham) |
| | 29-31 | North Cheshire Cruising Club (High Lane) |
| June | 26-27 | Tunnel End (Marsden) |
| July | 10-11 | Tameside Canals Festival (Ashton) |
| August | 15 | Mottram Show |
| | 28-31 | IWA National Rally (Peterborough) |
| September | 4-5 | Huddersfield Canals Festival |

Please let us know of any other suitable venues.

Gay can be contacted on 0457 872526.

Steve Quilter
Sales Team

Canal Restoration in Germany

The Grossefehn-Kanal

Before you start reading this, dear reader, I should ask you to get yourself a map because I am going to take you to a rather remote and less known part of Germany. Everyone knows Bavaria - but who knows Ostfriesland?

You got the map? You will find Ostfriesland in the north-west of Germany, east of the Dutch border and the mouth of the river Ems with the towns of Aurich, Emden and Leer as focal points. This is a very flat and rural landscape with large fens - as the word 'Fehn' in many names of places indicates.

Canal constructing started in the 18th century when the cultivation of the fens made it necessary to dig drains. The major drains were wide and deep enough to allow navigation and boats were used to transport peat and agricultural products from the fens to towns and building material and finished goods vice versa. Today, farm houses still line the canals like pearls on a string and are a typical sight for the fens. So, throughout the years, a network of canals and free-flowing waters developed and the Grossefehn-Kanal is just one of them, but worthwhile noticing. Along with the growing canal traffic, a ship building industry developed. Ship building was not only confined to canal boats, but also sea-going vessels were built and operated from canal ports. The commercially successful 'Meyer-Werft' in Papenburg carries on that tradition.

The decline of the canals started with the development of cheap road traffic and after WW II, most canals were disused; a well known story to you, I suppose.

During the last years, canals drew more and more attention, especially thanks to the growing awareness of heritage and against the background of tourism. I will come back to this issue later.

Some facts about the Grossefehn-Kanal

The canal stretches for a length of about 16km almost from west to east. It interconnects to other waterways, mainly the free-flowing 'Fehntjer Tief' in the west and the 'Nordgeogsfehnkanal' in the east. Along the canal, three villages group: West, Mittel and Ostgrossefehn.

The canal starts at 0.90m below MSL and ends at 5.70m above MSL. Five locks were built to carry the traffic 'uphill' and 'downhill'.

The construction of the canal started in 1711 and a navigable drain and was completed in 1852. The slow progress of construction makes it clear that canal building was related to the progress of cultivation of the fens. Transit traffic on the canal was possible when, early this century, connection to the newly built Nordgeogsfehnkanal was established.

Typical boats on the canal like the 'Tjalk' measured 11.00 to 14.75m length and 2.50 to 3.75m wide. They drew 0.75 to 1.25m and could carry 24 to 30 tons. So locks had to be built wide enough to handle the vessels.

The decay of the canal set in when canal traffic ceased around 1950. The canal silted up and locks were not maintained any more. By 1970 locks were cascaded and moveable bridges were replaced by fixed ones.

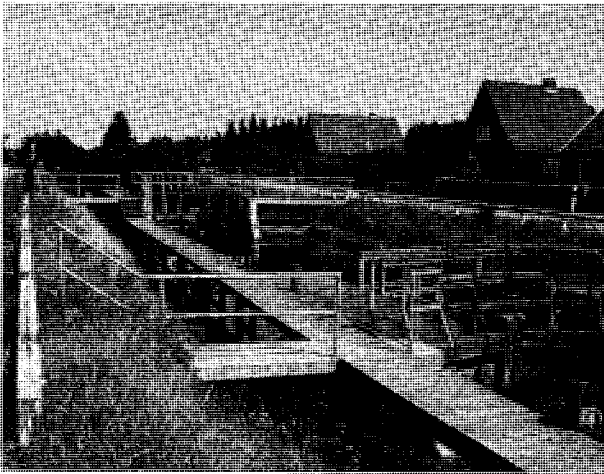
Restoration of the canal

The restoration of the canal started in 1985 after a decision from the local council to restore the canal to navigable standards. Interesting enough is that there is no 'Canal Society' to promote the restoration and usage of the canal. The impetus for the restoration came from official bodies at local and regional level. To illustrate this fact, it might be of interest that up to summer 1992, about 6,000,000 DM have been spent on the restoration scheme. The money came from local and regional government sources, the European Community and employment schemes. Only 85,000 DM came from private sources. So canal restoration must foremost be seen under the aspects of rural development, preservation of the canal as a historic monument, tourism and employment. The amenities for boaters could be seen as a sort of spin-off effect of the above.

With the money invested so far, all 5 locks plus a number of lift-bridges have been restored and the length of the canal has been dredged. Along with the restoration of the canal, considerable attention has been given to the landscaping of the canal sides, especially in places where the canal passes through built-up areas and around the locks. More money will be needed to complete the restoration. This will include the replacement of fixed bridges by lift-bridges and the dredging of branch canals. Money for these future tasks has been allocated by regional and super-regional bodies so that complete restoration of the canal can be expected by the end of this century.

Locks on the canal

There are five historic locks on the canal. All have been restored. Each of the locks has its own special appearance with different types of walls and paddle gear. You can find a lock with soft walls (Picture 1), wooden, concrete or brick walls (Picture 2). A rather unique paddle gear you can see on the bottom gates of Lock No. 1 (Picture 2). The 'balance beams' on the gates are not balance beams, they are the paddle gear. You push down the bar to open the paddles in the lock gates. There are no balance beams fitted on the lock gates. All gates have to be opened or closed with the help of the boat hook.



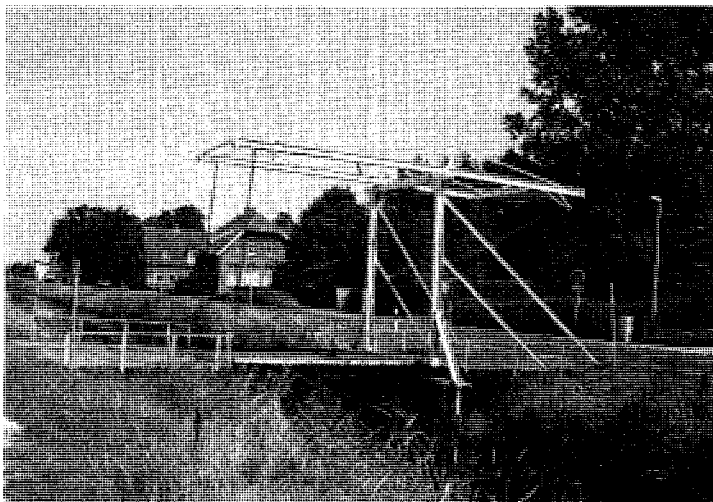
Above: Picture - 1
Lock No.1 featuring
soft banks



Right: Picture - 2
Lock No.5 (below MSL)
note the landscaping
and the distinctive
lanterns alongside
lock and canal

Bridges on the canal

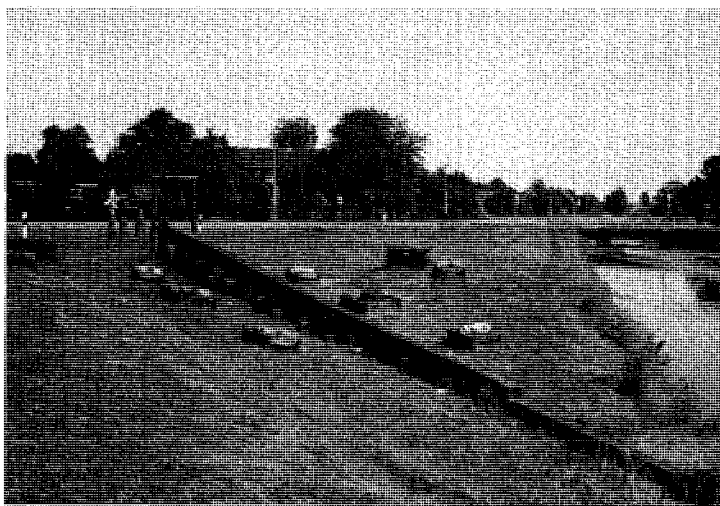
There are quite a number of bridges on the canal, originally all lift or swing bridges. A number of bridges have been restored (Picture 4) or rebuilt (Picture 5) so far. These heavy bridges cannot be handled without electrical, mechanical (Picture 1) or hydraulic gear (Picture 5). Presently there are still about a dozen fixed bridges (Picture 3) prohibiting navigation. Although funding for the replacement of the fixed bridges has been allocated, some bridges will cause problems, especially that one which carries the busy National Road (Bundesstrasse) 72 over the canal.



Picture - 3 Lift bridge carrying a minor road over the canal, mechanical gearing

Tourism around the canal

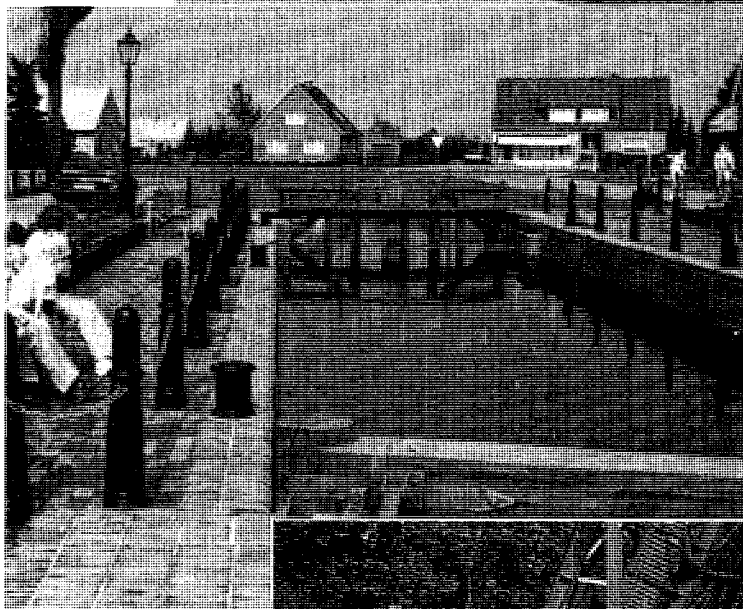
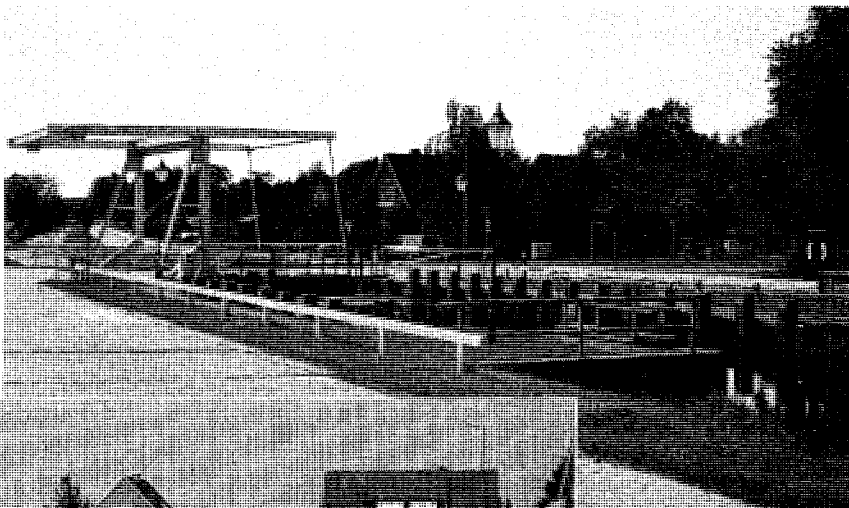
The 'white industry' is an ever growing important economic factor, especially in rural areas. Considerable sums have been invested into the development of a tourism infrastructure in the region of Ostfriesland in recent years, both in the public and private sectors. As German laws require a licence to steer powered craft with engines more than 5 hp, charter business is almost non-existent, but pleasure boat trips are offered and boaters bringing their own craft are welcome. As Ostfriesland is a cyclist's paradise, bicycles are for hire in many places and a round tour along the main canals, known as 'Deutsche Fehnroute', has been developed. This route also leads the way to places like canal museums, visitor centres and nature reserves.



Picture - 4 Restored historic ship-building site on the canal; fixed bridge in background

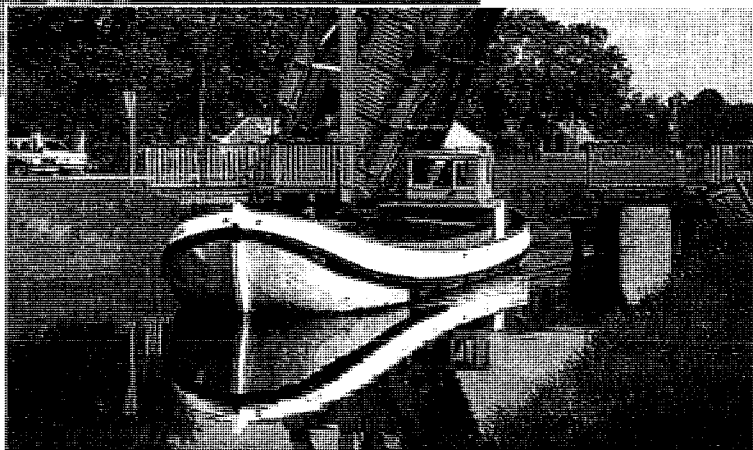
Right: Picture - 6

Lock plus lift
bridge; hydraulic
gearing on bridge



Above: Restored and
landscaped lockside

Right: Restored boat on the
Nordtegeesthnikanal

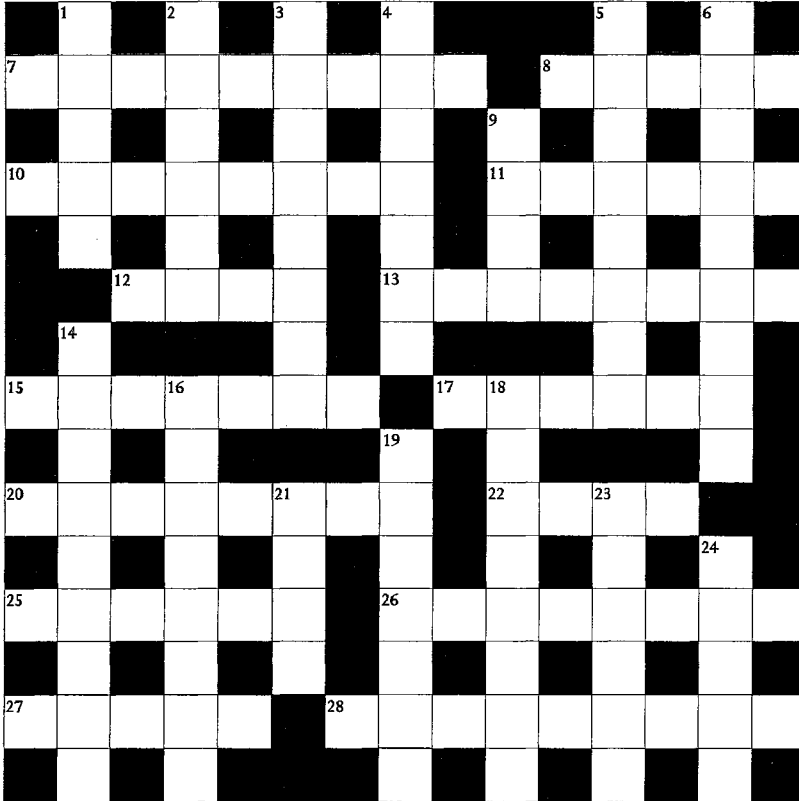


If you require more
information you may
write to:

Informationsbüro
Deutsche Fehnroute
Postfach 1640
D-2950 Leer

Gemeinde
Grossefehn
Kanalstrasse Süd 54
D-2962 Grossefehn

Article & Photos:
Bernhard Weiss



16. Scirure hord over a stream names derelict canal near Derby (8).
 18. Did our Gracie ever sail this canal I wonder? (8).
 19. When propellor obstruction shears it one will be needed (1,3,3).
 21. Are you beatified - no I'm the curse of car and boat owners (4).
 23. Waterbourne eights - not necessarily, but always an even number (6).
 24. Intestinal punctuation mark - not half! (5).

QUICK CLUES

ACROSS

7. Lock 21E (9).
 8. Clyde shipyard (5).
 10. Lock 31W (8).
 11. Long hostile speech (6).
 12. Canadian lake and canal (4).
 13. Canalside footways (8).
 15. Lake District pass (7).
 17. Mersey tributary (6).
 20. Metal once used for bridge and aqueduct building (8).
 22. Horse-drawn vehicle (4).
 25. Canal company office employees (6).

CRYPTIC CLUES

ACROSS

7. Come of age on the east side and find a nice place for a picnic (9).
 8. Boats built here on the Clyde but not narrowboats! (5).
 10. Hospital department on a street? No - West side lock (8).
 11. Long hostile speech given by chairman (not ours - honest!) (6).
 12. Great Lake and Canadian canal sound weird (4).
 13. Provided for horses but used by walkers, fisherpersons and cyclists (8).
 15. Mispelt African animal passes the Lake District (7).
 17. Initially Inland Revenue finds deep water to feed Mersey (6).
 20. Use a very good alibi to build an aqueduct? (8).
 22. Put it before a horse and cause problems (4).
 25. Canal company employees collect tolls and ensure prosperity (6).
 26. Use timber to keep a door open and end up producing pottery! (8).
 27. Journalistic device for getting water out of locks under repair (5).
 28. Grind flour by a stream near Stalybridge (9).

DOWN

1. Graduated feline invents cargo handling system (5).
 2. Rented a boat supply craft (6).
 3. Donkey before Australian rock tests gold standard (8).
 4. Starved - methods of selling a boat (7).
 5. Tie your boat up in a valley by a lock on the east side (8).
 6. Lass over a mountain takes Regent under London (9).
 9. Wot's put away on the boat? (4).
 14. Width of a chamber seen on L&L, GU but not on HNC (9).

26. Famous potter and canal promoter (8).
 27. Tool for lifting water (5).
 28. Village between Mossley and Stalybridge (9).

DOWN

1. Barge aboard catamaran (in short) (5).
 2. Boat serving another (6).
 3. Persons who test gold quality (8).
 4. Those without which this or any other magazine could not be published (7).
 5. Lock 35E (8).
 6. Tunnel on Regent's canal (9).
 9. Load the boat (4).
 14. Some canals have a wider one than HNC (9).
 16. Defunct Derbyshire canal (8).
 18. Pennine cut North of HNC (8).
 19. As bright as (1,3,3).
 21. Ferrous corrosion (4).
 23. Those in the University Boat Race (6).
 24. Punctuation mark (not semi) (5).

Note: Refer to recent issues of Pennine Link for Lock names

Solution in the Summer Issue 106



The Huddersfield Narrow Canal, including Staley Wharf, from Caroline Street (left) to Bayley Street (right), Stalybridge. October 1960. Photo courtesy of Stalybridge Public Library

CONSIDERING the recent financial climate and general 'belt tightening', the response to the Society's Staley Wharf Appeal was most gratifying. The Appeal raised almost £500.

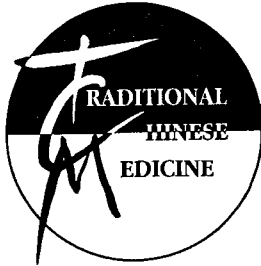
The project is very much at the pre-tender application stage for DLG funding, as mentioned by Keith Gibson in Issue 104; but with secured finance, we will see dramatic changes at Stalybridge. The recreation of the Canal and wharf area from waste ground will be spectacular and rest assured Pennine Link will keep you up to date on all aspects of progress!

The Society would like to thank the following members for their generous donations to the Staley Wharf Appeal:

Mr & Mrs Alder, Middlesbrough, Cleveland.
 Mr Ashton, Ashton-under-Lyne, Lancashire.
 Mr Barlow, Huntingdon, Cambridgeshire.
 Mr Beard, Stockport, Cheshire.
 Mr Bird, Walton-on-thames, Surrey.
 Mr Breeze, Keighley, West Yorkshire.
 Mr Brogden, Chelmsford, Essex.
 Mr Carr, South Wirral, Merseyside.
 Mr Chadwick, Coventry, Warwickshire.
 Mr & Mrs Clegg, Stockport, Cheshire.
 Mr Cockerill, Solihull, West Midlands.
 Mr Corcoran, Manchester.
 Mr & Mrs Dailey, Huddersfield, West Yorks.
 Mr Farrar, Huddersfield, West Yorkshire.
 Mrs Flynn, Ayr, Strathclyde.
 Ms Goss, Billericay, Essex.
 Mr Hibbert, Oldham, Lancashire.
 Mr Hodson & Family, Manchester.
 Mr Kershaw, Oldham, Lancashire.
 Mr Knott, Dukinfield, Cheshire.
 Mr Littlewood, Huddersfield, West Yorks.
 Mr Lloyd, Birmingham, West Midlands.
 Mr & Mrs Lomas, Leeds, West Yorkshire.
 Mr & Dr Lower, Chesterfield, Derbyshire.

Miss Madle, Rochester, Kent.
 Mr Makin, Weybridge, Surrey.
 Mr & Mrs Melton, Stockport, Cheshire.
 Mrs Ogborn, Oldham, Lancashire.
 Mr & Mrs Ogborn, Oldham, Lancashire.
 Mr Parker, Sheffield, South Yorkshire.
 Mr Pilkington, Salford, Lancashire.
 Mr Robinson, Stalybridge, Cheshire.
 Mr Rolt, Andover, Hampshire.
 Dr Sandling, Stalybridge, Cheshire.
 Mr & Mrs Saw, Kingston-u-Thames, Surrey.
 Mr Scholes, Huddersfield, West Yorkshire.
 Mr Scott, Rotherham, South Yorkshire.
 Mr Sharpe, Rugeley, Staffordshire.
 Mr Sheridan, Leeds, West Yorkshire.
 Mrs Sinfield, Stoke-on-trent, Staffordshire.
 Mr & Mrs Sterry, Reading, Berkshire.
 Mr & Mrs Tebb, Huddersfield, West Yorks.
 Mr & Mrs Thompson, York, North Yorks.
 Mr & Mrs Wagstaff, Anglesey, Gwynedd.
 Mr Wilkinson, Stoke-on-trent, Staffordshire.
 Mr Wills, Stockport, Cheshire.
 Mr Wilson, Stoneygate, Leicestershire.

HEALTH • VITALITY • RELAXATION



REBECCA HUNTER BA, Dip Ac.,
Member of the Register of Traditional Chinese Medicine
ACUPUNCTURE PRACTITIONER

ACUPUNCTURE IS AN EFFECTIVE, SAFE,
NATURAL SYSTEM OF MEDICINE WHICH
TREATS A WIDE RANGE OF CONDITIONS
IN PEOPLE OF ANY AGE.

FOR INFORMATION OR APPOINTMENTS
Phone (0484) 547201

Fieldhead Surgery, Leymoor Road, Golcar, Huddersfield, HD7 4GQ.

Members of the Register of Traditional Chinese Medicine are professionally trained and abide by a stringent Code of Practice and Ethics.

Higher Quick Farm
Stockport Road
Lydgate
Oldham OL4 4JJ
Tel: 0457 872424

**GRAHAM
HEATHCOTE
PLANT HIRE**

ADVERTISING RATES

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

NEXT PRESS DATE

Articles, letters, etc., for the
Summer 1993 issue of Pennine
Link should reach the Editor
by the 13th April 1993

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

| | | |
|------|----------------------------|------------|
| 2053 | Mr & Mrs Aspinall, | [REDACTED] |
| 2054 | Mr Langley, | [REDACTED] |
| 2055 | Mr & Mrs Thorpe & Family, | [REDACTED] |
| 2056 | Mr & Mrs Thorley, | [REDACTED] |
| 2057 | Mr & Miss Pearce & Naylor, | [REDACTED] |
| 2058 | Mr Gujrarjanson, | [REDACTED] |
| 2059 | Mr & Mrs Morgan, | [REDACTED] |
| 2060 | Mr Price, | [REDACTED] |
| 2061 | Diggle Angling Club, | [REDACTED] |
| 2062 | Mr Davies, | [REDACTED] |
| 2063 | Mr Seddon, | [REDACTED] |
| 2064 | Mr Shaw, | [REDACTED] |
| 2065 | Mr Harding & Family, | [REDACTED] |
| 2066 | Mr Tiller Postlethwaite, | [REDACTED] |
| 2067 | Mr Walsh, | [REDACTED] |
| 2068 | Ms Bond, | [REDACTED] |
| 2069 | Mr & Mrs Hayes, | [REDACTED] |

LETTER

117 Station Road
Fenay Bridge
Huddersfield

Dear Mr Ogborn,

You ask for views on Society matters. My suggestion isn't about activities so much as about Pennine Link itself.

I do think a regular series of articles about the technicalities of the canal, the design and construction of the canal itself and the associated water management, would be of interest to a lot of members. Also, explanations of the 'technical' terms which keep cropping up. You may know all about 'pounds' and 'guillotine gates' and the various forms of mechanical hydraulic paddle gear, but lots of people like me don't!

Also possibly a series on the history of the canal from building to disuse.

Yours sincerely,

J.B. Brierley

Thanks for your letter John, and I invite comment from other members on this subject. It is true that when you are very close to a subject it is easy not to realise that other people may not know what you are talking about. I will consider a glossary of terms and some other explanations for a future Issue. Meanwhile, the history of the canal is very well covered in our publication 'Pennine Passage' available from our Sales Officer, Gay Quilter, price £5.95. See centre insert. Ed.

SOLUTION TO CROSSWORD NO. 3

ACROSS

1. Rushall 5. Whistle 9. Dirker, Whitehead 10. Iron 11. Trash 12. AUEW 15. Hundred 16. Wychnor 17. Plastic 19. Doubled 21. Gash 22. Clays 23. Kerb 26. Avenue, Booth, Spot 27. Lasagne 29. Kindred

DOWN

1. Reddish 2. Sir John Ramsdens 3. Acer 4. Lowered 5. Whipsaw 6. Item 7. The Tunnel Keeper 8. Endower 13. Write 14. Scrum 17. Pig Tail 18. Calibre 19. Dry Dock 20. Debated 24. Bung 25. Shun

FORTHCOMING EVENTS - 1993**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:

John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire

Please send an A5 size stamped, addressed envelope (28p)

24, 25, 31, 36, 38, 41, 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, 90

92, 93, 94, 95, 96, 97, 99, 101, 103, 104

*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.

