



PennineK

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The main theme in this Summer Edition of Pennine Link is the forthcoming HCS canal events. Tunnel End, 26th & 27th June, Tameside, 9th, 10th & 11th July, and Huddersfield, 4th & 5th September. All are written about in subsequent pages, so I won't prattle on about them here. Suffice it to say, a lot of hard work is going into organising each one and they deserve the support of everyone.

It is nice to see the return of 'The Wife's Tale' on Pages 26-28.

In my early days as a Society member, I used to look forward to receiving my Pennine Link, to read the latest exploits of the then mystery writer. It struck a chord with the experiences of all who have

been on canal holidays.

As usual, we have several appeals for help with various aspects of Society activities. Sales, membership, festivals, etc. There is no obligation, indeed it is more often than not, good fun. If you would like brief or even lasting involvement, contact names and telephone numbers are printed in the associated articles.

The full restoration of the Wool Road Transhipment Shed has made a dramatic difference to the building and it will soon be available for hire as a meeting place for any interested groups or societies. Details of costs and availability will be published as soon as they have been finalised.

The restoration front still looks very exciting, as Keith's article illustrates. It is a great credit to HCS Restoration that they have made such progress with sources of funding and bidding for the contracts; Well-i-Hole Bridge work has started and once open, will add a significant stretch to the already navigable section through Mossley and Greenfield. We will soon be knocking at the door of the High Street, Uppermill blockage, to join up with the first section restored to navigation in the early 80's. Here's to the removal of the final obstacles.

So much is happening on so many fronts. I will leave you to read about it in the following pages and subsequent Issues.

I do get news of many other canal society projects and events. It is impossible to mention them all, but I do wish them every success. A great many more miles of waterway will be available if they all achieve their goal. Keep up the good work, you canaloholics.

Alwyn Ogborn

1993 ANNUAL GENERAL MEETING**CHAIRMAN'S REPORT**

on behalf of the HCS Management Council



In 1986, the prospects for canal restoration received a massive boost when Greater Manchester Council granted the Society £1.2 million. In my report last year I stated that the Department of the Environment would accept applications for Derelict Land Grant. I am happy to report that in 1992 applications for grant for ten large schemes, mainly on the West side, were lodged with the Department.

Because of the grant regime, the Society has overseen applications via Local Authorities and to date, over £1.5 million of grant has been approved. The Derelict Land Grant offers the best solution for grant-aiding restoration and with the Huddersfield Narrow Canal Joint Committee supporting all applications for 100% grant via Tameside and Oldham Councils, we should see rapid progress in 1993. The Society has suggested a rolling programme, and with our partners British Waterways, Tameside, Oldham and Kirklees Councils, it is likely that by 2000, most of the canal will be restored.

Our Restoration arm completed the first DLG funded scheme - the dredging of the canal between Lock 13W and Division Bridge. Five restored Locks are now usable and the Society is planning for a trip boat to cruise this section, probably in 1994. We await Oldham Council's approval of the grant application to restore the remaining seven Diggle Locks. Restoration will take over two years and the main contractor will be HCS Restoration Ltd. I would like to thank all those concerned from the Local Authorities, the Department of the Environment, and our own employees and Council members who have contributed to the beginning of this new phase of restoration.

We have always been proud that whilst restoring the canal we provide jobs, albeit temporary. 1992 was no exception. Over 100 Participants took part in the various Schemes. We trained staff to operate water-based dredging equipment and now feel able to consider bidding for future maintenance work on the Canal. Employees and trainees have also completed the restoration of the Transshipment Shed at Wool Road, Saddleworth. This historic, splendid, but simple structure was first saved by the Saddleworth Historical Society. European grants, monies from Oldham Council, the Society and Charitable Trusts have paid for restoration and we look forward to seeing many canal visitors using this new facility in 1993. Should the Public Sector continue to fund mainstream restoration, the Society's funds can be used in similar quality interpretive and tourism projects. The Society will investigate the restoration of the Whitelands Road Lock Keeper's House and Tunnel End Warehouse in 1993. The Society believes that the restoration of Standedge Tunnel requires a major visitor attraction and interpretive centre. We eagerly await the report on ventilation recently completed by Ove Arup to complete the cost picture for a fully restored Tunnel.

After ten years, Kirklees Council has disbanded its restoration team. With only six locks to restore - three will be restored in 1993 by the Society - the remaining works are capital intensive and await major grant approvals. The Society congratulates Kirklees Council for its pioneering work. We must now look to promote the use of the Canal.

The Society has continued to keep its activities in the public eye. Our Editor received the IWA Tom Rolt Award for Pennine Link, our quarterly magazine. Our profile at local festivals owes much to the indefatigable efforts of the Sales and Promotions teams. We recruited Bill

(Compo) Owen as member number 2000 in 1992. Marsden Shuttle, manned entirely by volunteers, ran throughout 1992. We are now looking at a larger boat to satisfy the increasing demand for boat trips.

The Society is at the forefront of the 'Vision for the Valley' project, which arose out of the ashes of Tameside's failed City Challenge bid. Tameside Council see the restoration of the Canal as the key environmental project in Tameside. This scheme mirrors Kirklees Council's 'Waterside' project which is revitalising the Canal and River Corridor in the centre of Huddersfield.

At the end of 1992, our Balance Sheet remained healthy. Society investments are, however, producing a lower return, with lower rates of interest and yields. Income from all sources, including donations from members and Trusts, will not maintain the restoration progress unless public sector funding continues for what is, after all, a public asset. The Society believes that the Government receives good value for money for grants awarded under the present DLG regime. All our riparian MPs and MEPs fully support our campaign. We trust the the proposed Urban Regeneration Agency will continue to support the restoration scheme begun by the Society in 1981.

David Sumner



VOLUNTEERS AT DIGGLE

The remaining jobs on our site at Diggle, such as the relaying of the paths around the two Locks, 32W and 31W, are still continuing.

We have, at the time of writing, completed the towpath from Ward Lane to Lock 32W, including a retaining wall to support the banking at the Lock tail. We have not carried on any further for two reasons; firstly, we still need to remove a small amount of material from the Lock chamber which has accumulated since we first cleared it, and secondly, we ran out of materials. Another couple of visits should complete Lock 32W as we have already completed the path along the offside.

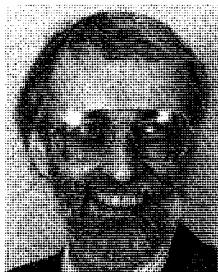
Our final task is to return to Lock 31W adjacent to Ward Lane and to cut the ladder recess there. Undoubtedly this Lock will have silted up to some extent due to the stream which enters close to the bottom gates.

Trevor Ellis

Our future working party dates are:

June 27	
July 11	July 25
August 8	August 22
September 12	September 19
October 10	October 24

Any enquiries to Trevor Ellis on (0484) 534666



TEN years ago, on 4th May 1983, Stephen Whitby was appointed to manage the Tameside Canals Development Association, a Community Programme Scheme set up largely by the Huddersfield Canal Society to repair the canal towpaths in Tameside. We were not allowed near a lock, or other restoration work, until Steve had proved his team was capable of repairing all of the Peak Forest Canal towpaths in the District. Today he is the Managing Director of the Society's subsidiary, HCS Restoration Ltd in charge of the restoration work carried out by our full-time staff. During those ten years, TCDA, as it was known, metamorphosed, first into Tameside Canals Ltd & then HCS Restoration Ltd, and has been involved in all of the appropriate employment

schemes (around 1500 trainees or participants have been with us!) as well as employing full-time staff. Just look at the restoration progress maps to see the success the Company has achieved; and look at the people employed. It is very gratifying to see how many have been with us almost as long as Steve.

The first of the Derelict Land Grant (DLG) funded dredging contracts in Mossley has been completed, apart from towpath and washwall repair alongside the tipping site at Milton Mills. That work, and the removal of the temporary site access, will be left until later in the year at the request of the local anglers. Because of the implications of new legislation, we have given up the Waste Disposal Licence for the tipping site. A Company holding such a licence is now likely to be responsible for the site in perpetuity - a risk that we cannot take as a voluntary charitable body. That is no great loss to us in this case, as the site is more or less full to capacity, but it has future implications in that dredgings and other spoil will either have to go to tips licenced to the Local Authorities, or British Waterways, or be carried away to other licenced tips at great expense.

Work has begun on the second DLG dredging contract (worth £220,000) between Locks 12W and 13W in Mossley to a scheme agreed with English Nature because of the Canal's status as a Site of Special Scientific Interest (SSSI). Initially a channel is being cut along one side of the Canal to allow this heavily silted section to drain a little, thus reducing the amount of water we will eventually have to carry away to tip. Removal of spoil is the big cost in this contract because there is nowhere suitable to deposit material alongside the canal.



Lock 12W, Scout Green - The pound above to Lock 13W will be dredged under the second DLG contract. Photo: R.Gough



Lock 24E, Slaithwaite - The offside chamber wall is almost rebuilt bar another course and the copings. Restoration staff John Francis (guiding bucket) and Barry McDonald (down below) set to on the nearside wall. Photo: R.Gough

You may recall that the Society has been offered an 80% DLG towards the cost of restoring Lock 24E at Slaithwaite following negotiations directly between ourselves and the Department of the Environment (DoE), unlike the other DLG work we are involved in, which is all being carried out under contract to the Local Authorities, because they are eligible for 100% funding. The DoE have now agreed a procedure whereby British Waterways will verify our costs and work. The offside wall of Lock 24E has been demolished and rebuilding is nearly complete, as I write this (mid April), with similar work to follow on the nearside wall. As I explained in earlier articles, the widening of the bridge below the tail of the Lock prevents the fitting of traditional bottom lockgates, and we have agreed that the best solution will be to fit a guillotine gate (a vertical sliding gate worked either hydraulically, mechanically, or possibly electrically, for the benefit of the uninitiated). A local company, Tinker Engineering of Middleton, have offered to design and build this gate. We do not yet know if this will prove acceptable to British Waterways, although their Stanley Ferry workshops, who have built other lockgates for us, say

that they are not able to design or construct this special lockgate at this time.

This is not the only work being carried out by the Society on the East side. Our tender of £61,000 has been accepted by Kirklees Council for the DLG funded towpath, washwall and bywash works and the repair to Lock 1E near the centre of Huddersfield. Some initial work has been carried out to clear vegetation from the towpath to allow Huddersfield University to scaffold the adjacent mill which is to be converted to student flats and teaching accommodation. We understand that the DoE are to offer further DLG funding to allow Kirklees to remove the University causeway, which prevents access to Lock 1E from Aspley Basin, and to dredge the Canal between the infilled section at Slaithwaite and Lock 24E. We hope the dredging contract will, in due course, be awarded to HCS Restoration Ltd.

As in the last Issue, the big news is the DLG approval for the Diggle flight of Locks. Oldham Council appointed engineering consultants Ove Arup (of Standedge Tunnel and International fame) to draw up a contract for this work. HCS Restoration's tender of £730,000 (+ a 10% supervision fee to Oldham Council, giving a grant total of £803,000) has been approved by the DoE, and we now await a contract from Oldham Council to carry out this work. It looks as

though we will receive a phased contract, with about £170 - £200,000 to spend in the first year.

Since the ending of Kirlees Council's restoration scheme last year, HCS Restoration staff have been the only people employed on restoring the Canal. That situation will not last for long.

Oldham Council have now let the first of their proposed DLG funded bridge rebuilding contracts to J Fisk and Company, to build a new bridge at Mann's Wharf in Greenfield. Work should commence on site in May. Although design work is now complete on the second bridge, Frenches, and initial site investigations



The two sides of Mann's Wharf Bridge, Greenfield.

Top: Looking East
Bottom: Looking West

Early days as yet, and the only activity is the re-routing of electricity cables into the sub-station.

The views make an interesting comparison to the scene in 1960 (see page 22)

Photos: R.Gough, S.Quilter



have been carried out at Uppermill High Street (or Wade Lock) Bridge, it now seems likely

that applications for funding these bridges and Wool Road, will have to await the setting up of the proposed Urban Regeneration Agency, which is to take over the DoE's responsibility for the DLG scheme. As I have said before, we hope that the new Agency takes the same enlightened view towards restoration of the Huddersfield Narrow that has been shown by the DoE.

Off the Canal, our workforce, and joinery, electrical and building subcontractors, have been seriously extended in completing the refurbishment of the Transhipment Shed at Uppermill within the timescale necessary to claim the European Regional Development Fund grant. All but finishing work is now complete, to a standard which in the main is appropriate for this Listed Building - quite an achievement in the short period we had to carry out the work. There is a story to tell here, and I hope that Ken Wright, who voluntarily

The Transhipment Shed, Uppermill - Work in progress.

Right: The Shed has been fitted with sliding doors and a new stone-built toilet block is seen beyond.

Below: Internally the structural timbers have been sand-blasted and treated. The use of timber cladding and glazed panels makes full use of the light reflected from the Canal.

Photos: R.Gough



spent weeks on site to get the scheme finished, might take the hint to come out of his retirement as a 'Pennine Link' contributor!

I have told you in earlier articles of our efforts to find work for the volunteer workforce when the work on Locks 31W and 32W is complete. We understand that British Waterways are looking

at future methods of maintenance, as reported to the Huddersfield Narrow Canal Joint Committee by Waterways Manager, Ian Selby. A roving squad of volunteers to carry out basic tasks has a great deal to commend it from our point of view, and could be equally attractive to British Waterways (BW), provided we can give the necessary assurances on quality control. More on this later after BW announce their intentions.

The amount of work being carried out by HCS Restoration throughout the length of the Canal has meant expensive minibus hire to carry men to site. That, plus the fact that our Treasurer recommended it was time to change our Leyland DAF 400 truck, has led to us buying two new vehicles to add to the HCS Restoration fleet. Until recently, the Leyland DAF has been very reliable and served our purpose so, although we have looked at Mercedes (not cheap!) and Ford (expensive), we have been able to negotiate an excellent deal to obtain two new Leyland DAFs - a 200 Minibus and another 400 truck. Those who criticise us for running new vehicles should look at the running costs, the reliability and the amazing offers on commercial vehicles at the present time, and should remember that we have to operate HCS Restoration effectively as a commercial building contract company.

Finally, we have decided to end our association with Manchester Training Enterprise Council and the Employment Action programme. This scheme is coming to an end, although current participants (34 at the end of March) will continue to the end of their 6 month period with us. The replacement scheme, Training for Work, is not economic from our point of view because a significant part of the funding is held back until participants achieve a training qualification, or an offer of a job. You might remember how an earlier training-based scheme, Employment Training, took us into the role of being a significant training provider, and the difficulties we had reconciling that role with canal restoration. We cannot afford to divert effort and staff to training with our present commitments, but we do have a need for an alternative Scheme because we still have a great deal of towpath and environmental work to do.

We are therefore anxious to receive details of the proposed Community Action Programme which seems, from initial Government announcements, to be ideally suited to our purpose.

Keith Gibson

EAST SIDE MEETINGS

We trust that we find all you HCS members out there in good health. As it is some time since we last communicated with you, we felt that it was about time we earned our keep and let you know what is happening in our neck of the woods.

Since the demise of the organised meetings, Diane and I have religiously attended The Wheel (such a hardship!) on the second Thursday of each month. Occasionally we have chatted to new members who have turned up and, hopefully, pointed them in the direction which we felt they would best serve the Society. However, they all have intimated that they would attend regular organised meetings.

This, together with one or two 'old-timers' saying that it is a shame that we no longer hold monthly meetings, has meant that we will put to the test this great public outcry and organise a meeting in July (the second Thursday being the 8th).

We shall meet at 8:00pm at Tunnel End and board
the Marsden Shuttle for an evening's cruise.

Dave & Diane Calverley
0484 658889

Right: The new Chairman of the Mersey Basin Campaign, Brian Alexander, (second from left) inspects the refurbishment of the Transhipment Shed - a project to which the Campaign has given major grant aid.



Left: Pete Rawson, Tameside Planning, explains the problems at Grove Road, Mossley, to a party of officers from the Department of the Environment, DLG Section.



Right: Nick Andrews, Oldham Planning, takes up the story at Mann's Wharf bridge, Greenfield.

Preliminary service re-routing has already started and major construction work will start during the Summer.



Photos: S.Whitby

AS IT IS OFT SAID, time flies. It seems only weeks ago that we were analysing the results of the 1992 Festival, and here we are coasting downhill to the 1993 Event. As usual, the Festival falls on the second weekend in July, which this year is 9th, 10th & 11th. The usual mixture of craft stalls and traders, the largest CAMRA beer tent in the North (see programme for list of beers), and all day entertainment to suit everybody's tastes, will be there for your enjoyment. On Friday evening we see the return of the popular Altered Natives, and Saturday evening, the foot warming music from the Smokey City Jazz Band.

NOW! For years we have had troops of colourful Morris Men and Ladies drawing the crowds with their energetic dance routines on the less than period concrete surface of the aqueduct.

THIS YEAR we have gone several stages better and our Entertainments Officer, Katy Horton, has put a lot of hard work into organising a full-blown 'Festival of Dance'. This will not be on the aqueduct as before, but on a specially laid dance area alongside the Peak Forest Canal, the Hyde side of the railway bridge. Teams of dancers from all over the country will be attending to demonstrate their particular traditional native dancing. Morris, Ukranian, and Bangladesh, plus a team from Armentiers in France. This attraction is scheduled to take place on Saturday and Sunday during the daytime.

A MAJOR STEP FORWARD is that our Sponsorship Officer, Peter Hawley, has negotiated an extremely good two-year deal with NORWEB plc, which will allow us to improve services generally. Here is the press release which is self-explanatory.

'Organisers of this year's Festival have definitely got the POWER - for NORWEB plc, the Manchester-based electricity company, have agreed a two-year sponsorship deal with the Festival Committee.'

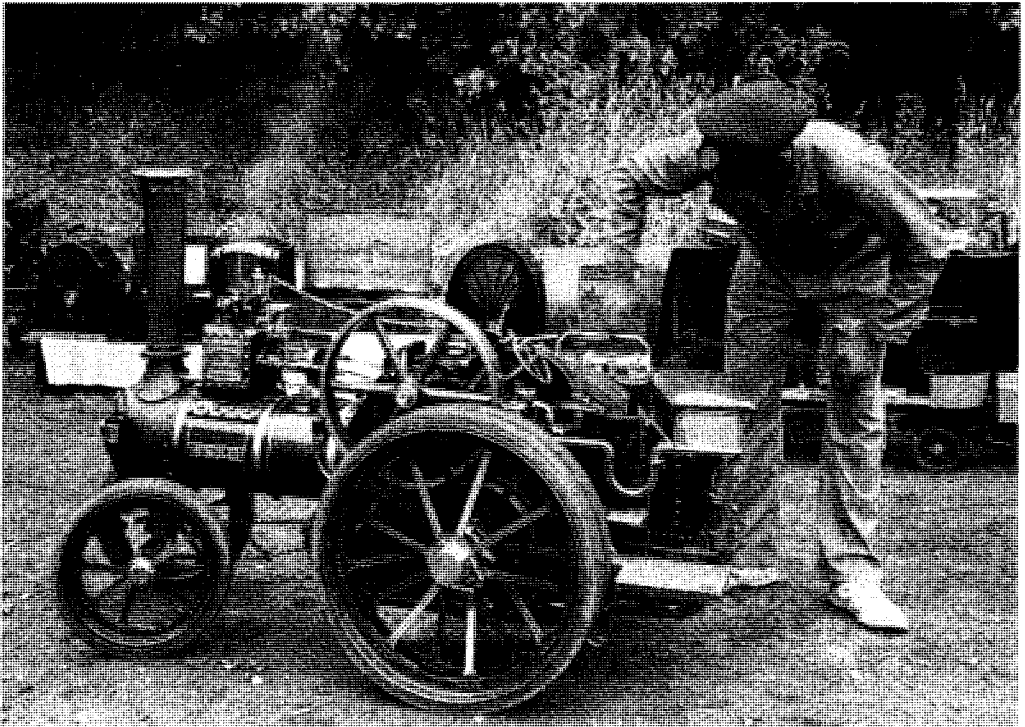
*The Power Behind the North West is Set to Become
The Power Behind Tameside.*

At the signing of the agreement, NORWEB's Power Marketing Support Manager, David Wood said; "We have a genuine commitment to the North West and have been seeking a top class community-based project to support. The Tameside Canals Festival is recognised as the premier Canal event in our region and NORWEB is extremely pleased to be associated with, what promises to be, a terrific weekend."

Sponsorship Officer for the Organising Committee, Peter Hawley, was thrilled that NORWEB have decided to sponsor the event and said; "1993 is the English Tourist Board's 'Industrial Heritage Year', as well as British Waterways 'Canals 200', and our Festival celebrates both these events, whilst at the same time raising funds to help make the Huddersfield Narrow Canal navigable again."

"With the generous support of NORWEB, we can concentrate on making the Festival even bigger and better, and we are very excited at the prospect of working with them."

The annual Tameside Canals Festival will take place at Portland Basin, Ashton-under-Lyne, between 9th - 11th July, and will feature a wide variety of attractions for all



A scene from (as it was then) Ashton Canals Festival
Is the steam for the Radios or Traction?

Photo: A.Ogborn

ages. In addition to over 100 boats from all over the region, there will be children's entertainers, brass bands, craft fairs, and 'the biggest CAMRA beer tent in the North West'.

There will also be new events this year, like the first 'Tameside Festival of Dance', which will feature more than a dozen dance teams, performing different styles of dance from around the world.

The organisers are hoping for a repeat of the glorious Summer weather of two years ago, when more than 10,000 people visited the Festival.'

For the duration of the sponsorship, the Festival will be called 'The Tameside Canals Festival in association with NORWEB plc'.

ALSO the Festival will coincide with an exhibition of photographs by Roger Butler in the Portland Basin Heritage Centre. Perversely for an exhibition of photographs, it is entitled 'Watercolour'. This is explained by the fact that the pictures are of canals and their environs. The photographic exhibition runs from 30th June to 31st July, so if you miss it over the Festival weekend (due to being so enthralled with our offerings), you will

Continued on Page 15 ...

And the bandwagon grows ever bigger!

Hear Ye! Hear Ye! All you out in Pennine Linkland. Take note that the Festival to end all Festivals, that showstopper itself, the Huddersfield Canals Festival is almost upon us, and will be held on the 4th & 5th of September.

Where do I start in describing this year's extravaganza?

Do I start with the innovative?

The Beer Festival, say. Clarks, the Wakefield brewers, are organising a Festival of Real Ale, the likes of which you have never seen before. The first pints will be pulled on Friday evening and will continue flowing almost non-stop, licencing laws permitting, until Sunday afternoon.

Or the 'Canals 200' exhibitions. We have liaised with local museums and firms, and this promises to be well worth investigating.

Or Sainsburys, and their canal-side walkway. They are also sponsoring, amongst other things, the shipment of the Marsden Shuttle down to Aspley for the weekend, whereupon it will be known as the Sainsbury Shuttle for the duration of the Festival.

Or do I start with the traditional?

The entertainments. Again non-stop, from Saturday morning until Sunday tea-time. The usual varied acts along with one or two surprises. (Are you a busker? Or do you know one? Please contact Irene, 0706 812409, if you fancy coming along and entertaining the masses).

The stalls. Plenty to buy, plenty to look at, and plenty to do. But make sure you spend the bulk of your money at the HCS stall. (Do you want a stall or know someone who does? Contact me, please - 0484 658889).

The photographic competition. Now into its third year and already an established and popular feature. There are numerous magazine subscriptions and films for prizes. Those intending to enter, pick up an entry form from the Site Office, over the Festival weekend, or contact me in advance.

The 'Waterways for Youth'. Specially designed by youngsters (the Sea Cadets) for youngsters. Lots of varied and interesting water-based activities for the under 16's to participate in. It's free and there are prizes.

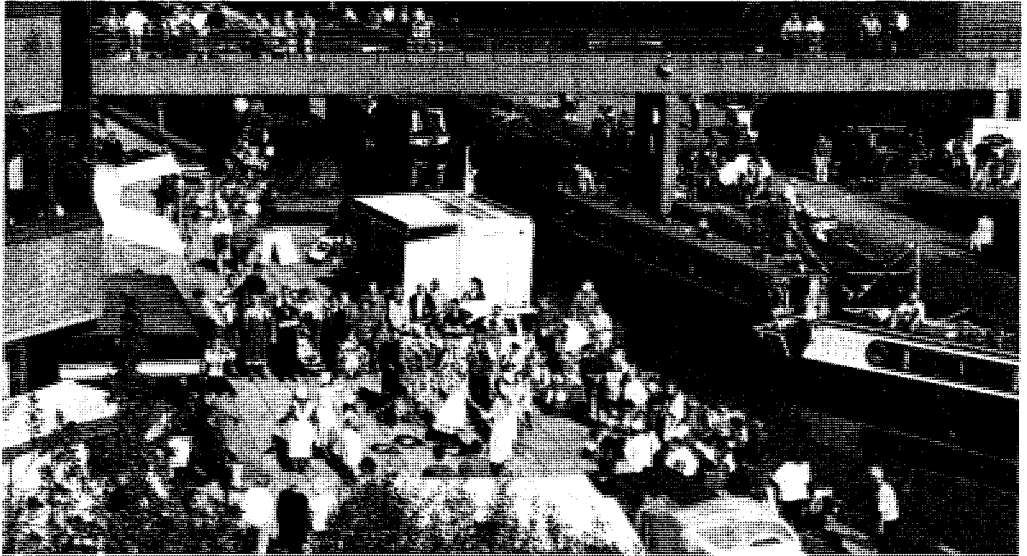
The boat trips. As previously mentioned, the Sainsbury Shuttle will have a 'full head of steam', ploughing the waves like never before.

The boats - both remote controlled models and 'the real thing'. Tom, our Boats Officer, has guaranteed that you will be able to see 500 boats all decked out with magnificent decorations. Unfortunately he didn't specify where this will be! (Do you need a boat form? Please contact Tom, 0484 643188).

The Duck Race to end all duck races. Only 1500 ducks - a great chance to win - reserve yours now. (Can you sell some tickets? Please contact Rod or Moira, 0484 666465).

The Commemorative Brochure. Something to read, not play 'skip the ads'. (If you can sell any, want to write an article, or want to place an ad, please contact Brian, 0484 519970).

Kiddies entertainments. The train, roundabout, bouncy castle, etc., etc.



A general scene - Huddersfield 1992. A Maypole in September?

Photo: A.Ogborn

And finally, how is this phenomenon to be staged? Why, with your help of course! Your Committee will have done all the hard work, we just need you to help out on Thursday evening, Friday evening, Saturday and Sunday (or a small part thereof). PLEASE, if you can spare any time at all, contact Frances, 0484 640189.

So, if there is nothing for you either to see or do, we shall expect you to be on next year's Committee!

Dave Calverley

Continued from page 13 ...

have the chance to visit on other days. Roger's exhibition is at other venues throughout the country, dates and locations are shown below.

SO! THERE YOU HAVE IT. The promise of a good weekend's entertainment for all. It starts at 7pm Friday 9th July and runs to 5pm Sunday 11th July. Come along and enjoy yourself, you will be most welcome.

Alwyn Ogborn
Chairman of the Committee

Roger Butler's photographic exhibition, 'WATERCOLOUR', featuring 50 framed colour prints, will be on show at the following venues during 1993:

26th April - 21st May

24th May - 27th June

30th June - 31st July

1st August - 31st August

London Canal Museum, King's Cross

Canal Discovery Centre, Macclesfield

Portland Basin Industrial Heritage Centre, Manchester

The Boat Museum, Ellesmere Port

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.



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"THE BOATER'S HIRE BASE"

ACCOMMODATION?



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All you good Society members who read the last issue of Pennine Link from cover to cover (and I hope that's all of you) will have had time to digest the Sales appeal for extra helpers. So far we've only had a couple of offers. Now this is very disappointing and you should be feeling guilty by now. I'll pause here for a minute whilst you blow your noses and wipe the tears from your eyes.

Right, eyes down and I'll carry on. I shall say this only once. We can usually get by at events with the helpers who turn up on a regular basis, but we always need a minimum of three people at all events. If we don't have more than three people, then none of us can have a break for more than a few minutes. This situation could be alleviated by the fact that you, the Society members, are often at these events, coming to the Sales stand and then wandering off to look around!

Instead of spending time at the Sales stand chatting, please consider popping inside for, say, half hour or an hour. It would give one of us a break to look around as well and have something to eat. We have had help from Society members out of the blue before, but we desperately need more. No more so than this season and especially at the National Rally, Peterborough. I shall explain.

Due to Gay having to go into hospital in May to have her body rebuilt so that she has an equally balanced frontage, she will only be able to attend at the Sales caravan in a non-active role for about six weeks (though she'll still be able to bawl out orders!)

Again, at the National, we will only have a skeleton team due to our regulars not being able to attend. So far, on the Saturday, there is only myself and Gay. When the National was held at Windmill End, Gay appealed to members in the Birmingham area for help. The response was overwhelming and we were able to cover the whole three days. So, any of you members who live within easy reach of Peterborough and have not been able to attend any of our local events, why not muck in with us at Peterborough, if only for an hour or so.

We really need the Society members' help this year, so if you can help, give Gay a ring.

Steve Quilter
Sales Team

Update of Venues

June	19 & 20th 26 & 27th	Ellenroad Steam Museum (Milnrow) Tunnel End Festival
July	10 & 11th	Tameside Canals Festival
August	7th 15th 28, 29 & 30th	Emley Show Mottram Show The National (Peterborough)
September	4 & 5th 11 & 12th	Huddersfield Canals Festival Castlefield Carnival

Telephone Gay Quilter on (0457)-872526 for more information or offers of help; thanks.

CRUISING DOWN THE CANAL - A MODERNS VIEW.

Once upon a time there was a fully operational canal running from Ashton to Huddersfield, but a wicked fairy, called the 1944 Railways Act, took away all the lock gates, filled in the locks, sold off the land, lowered bridges, and caused great lamentation and wailing in the land. But then there came three good fairies (all in the best possible taste, of course) called John Maynard, Bob Dewey and Val Kirkham who called into being the miraculous Huddersfield Canal Society, who begat Tameside Canals Ltd, who in turn begat HCS Restoration Ltd. And behold, in the year of our Lord, One Thousand Nine Hundred and Ninety Three, three quarters of the Canal is once again in water and great joy and well being is amongst the people.

On Wednesday 21st April, a small band of intrepid explorers set off from Lock 13W with the intention of completing the longest voyage possible (about 70 yards further than Lock 1W to Peel Street) on the West Side for 45 years. P'Link Editor Alwyn, the creator of Tameside Canals Ltd, Frank Ruffley, tug driver Geordie Hartley (second cousin of J.R.), Steve Williams from the HCS Office perched precariously on the bow with a video camera and Yours Truly. Incidentally when I say bow, normally this means the sharp end, but in the case of the tug 'Ashton', this is not so. There are two blunt ends and bow is the bit going forward.

John Mac waved us off with a certain air of trepidation (after all he is responsible for Safety at Work!) and on a damp and chilly morning we set off past a startled angler outside Milton Mills. Into Lock 14W, where Dr Bob was waiting to record us for posterity (or the Police Gazette) with his ever present camera. As we came into view at the top of the Lock, Fiona Tewson, the Society's past Sales Officer, joined us with her family. (All sales now handled by Gay Quilter, Tel: 0457 872526 for immediate delivery of any H.C.S. items (advert!)). As son George Tewson is the youngest member of the Society and Frank is probably the oldest, it was rather appropriate that this voyage of exploration should have these extremes of membership (the fact that I am down to my last penny and Alwyn can buy and sell the rest of us with his loose change, [*Brian doth jest, Ed*], also shows the extremes of Society Membership)

On to the long pound round the tipping site and through the most marvellous site for a boat rally, were it not for its SSSI status, and into Roaches Lock (15W). This is a very pretty spot with the pub in front, the green slopes behind and the beautifully restored stonework of the Lock chamber. I think that when the Canal returns to full use this will be one of the spots that figure in the Waterways Press with monotonous regularity. On past the old Fire Station, another site that will make someone a lot of money when the Canal is operational. There was a body of opinion within the Society at one time that this would be an ideal site for the offices. Past the garden outside the Tollemache, causing a flurry of activity in straightening tables anticipating a flood of boats behind us! Under the road bridge and into Lock 16W. Memories of the difficulty with a brand new bywash here caused by a 16ft deep manhole being found in the centre of the original. Memories of the duck, too sad to relate (Steve Whitby will give you the whole sad story). On past a horsey establishment that can easily be identified with closed eyes and into Lock 17W where our trip came to an abrupt end. The local Goths, Visigoths and Vandals had had their amusement with the hydraulic paddle gearing and rendered it useless (Come to think of it, the damage might have been caused by a traditionalist, not the aforementioned G., VG., or V.). The result was we were unable to proceed any further. With regret we turned round and set off back to the Roaches for a pint and some lunch. The only problem on the return journey was caused by the tail gates of Lock



Mutiny on the Ashton ... Sea Dogs (left to right) Brian Minor, Alwyn Ogborn & Frank Ruffley cruise the newly dredged section of the Narrow in Mossley

Photo: R.Gough

14W being out of kilter. This is how they were made for us by British Waterways. The operation needs two Charles Atlases on each windlass and we were glad to have the services of a well-built young lady trainee to help us through.

Even though we did not get as far as we hoped, it was a pleasure to be cruising on our Canal at last and hopefully, if the plan to put a trip boat on this section of the Canal comes to fruition, many other people will be able to share this pleasure.

Brian Minor

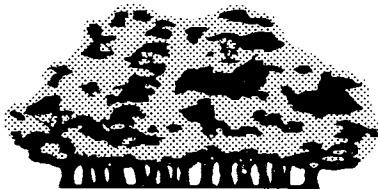
For Crossword fanatics:

LOCK NAMES - WEST SIDE

- 1 - Ashton Lock
- 2 - Plantation Lock
- 3 - Tame Lock
- (4) (5) (6) (7)
- 8 - Bywith Lock
- 9 - Black Rock Lock
- 10 - Avenue Lock
- 11 - Terrace Lock

- 12 - Whitehead's Lock
- 13 - Wharf Cottage Lock
- 14 - Woodend Lock
- 15 - Roaches Lock
- 16 - Gas Works Lock
- 17 - Division Lock
- 18 - Keith Jackson Lock
- 19 - Royal George Lock
- 20 - Hall Lock
- 21 - Wade Lock
- 22 - Dungebooth Lock

- 23 - Lime Kiln Lock
- 24 - Wool Road Lock
- 25 - Navigation Lock
- 26 - 12 Mile Lock
- 27 - Coffin Lock
- 28 - Embankment Lock
- 29 - Cast Iron Lock
- 30 - Dobcross Lock
- 31 - Ward Lane Lock
- 32 - Summit Lock



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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

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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	

On the 3rd September 1960, Mr Leonard Kaye took his camera and stood on the towpath South of Division Bridge, Mossley, and looking Northward, photographed the view. He then walked the towpath all the way to the entrance of Standedge Tunnel at Diggle, photographing the Canal and its bridges as he went. The Huddersfield Narrow had been classed as a 'remainder' waterway since 1944 (a tripartite classification of our waterways into navigable commercial, navigable cruise and the remainder - water supply only, explains this unusual term), and rapidly fell into dereliction.

Whether or not Leonard sensed the opportunity to make a historic archive record, his photos give a fascinating glimpse into the past. The complete collection of nearly one hundred views, available for public reference, is stored at the Local Interest Centre, Oldham Library, and we are indebted for their permission to reproduce some selected views. Mann's Wharf Bridge (below), makes an interesting comparison to the task ahead for J Fisk & Company (see the recent views on page 22) - modern box-section culvert will be the practical solution to navigation, but the portals present an ideal opportunity for traditional stonework, in keeping with such a historic waterway.

We hope to use more of Leonard's views in future issues, not only as comparison for future bridge works, but for their pure nostalgic appeal.

Bob Gough

Mann's Wharf
Bridge, Greenfield

Left: Looking East
Below: Looking West



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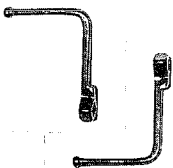
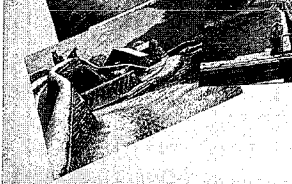
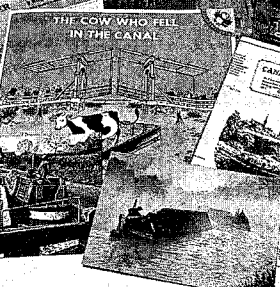
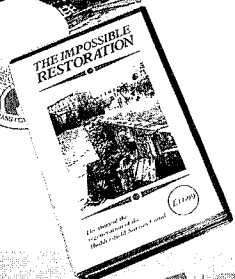
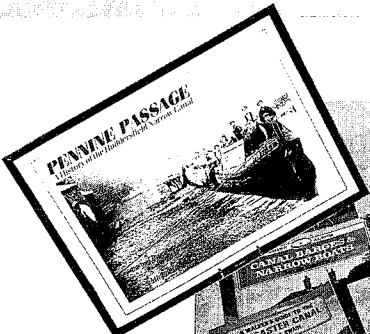
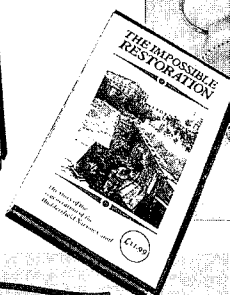
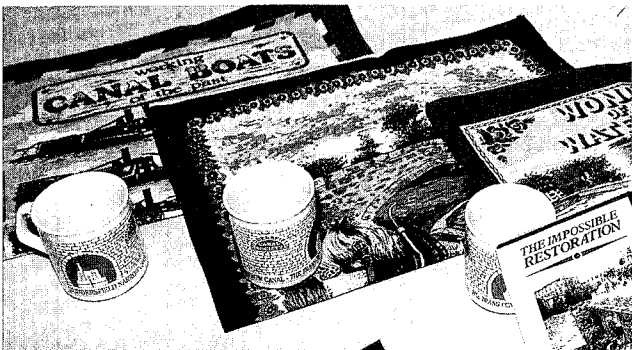
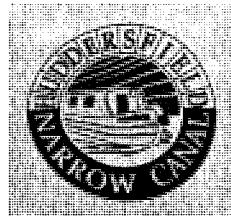
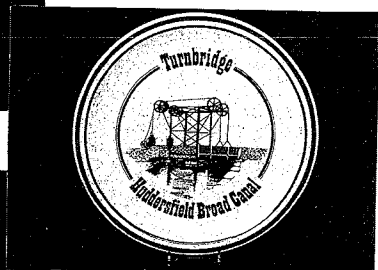
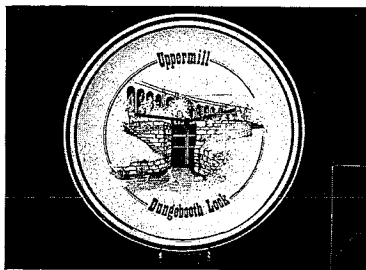
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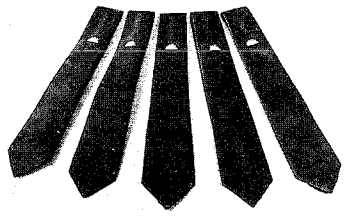
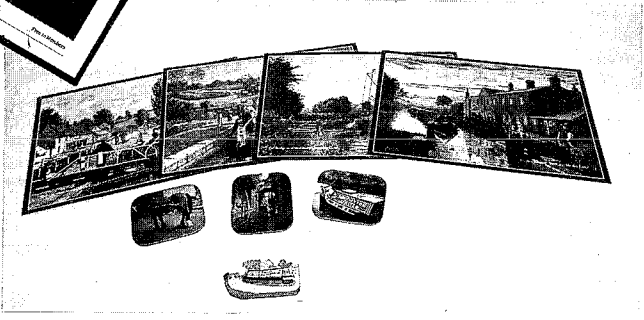
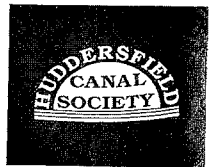
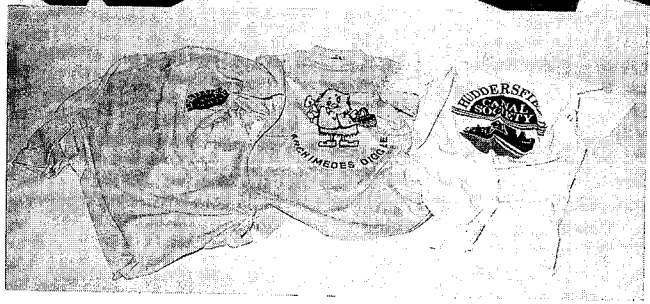
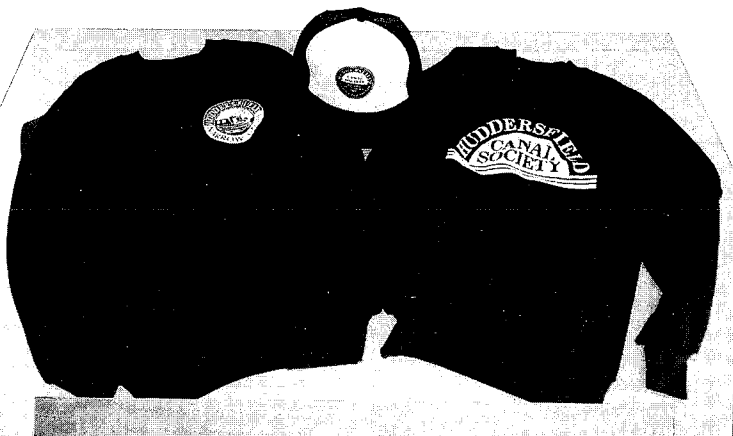
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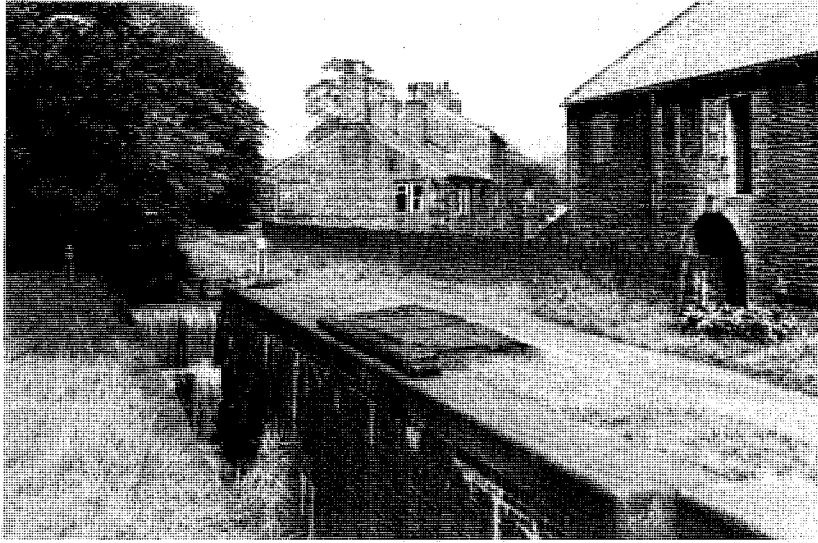
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Right: Lock 20W,
Greenfield.

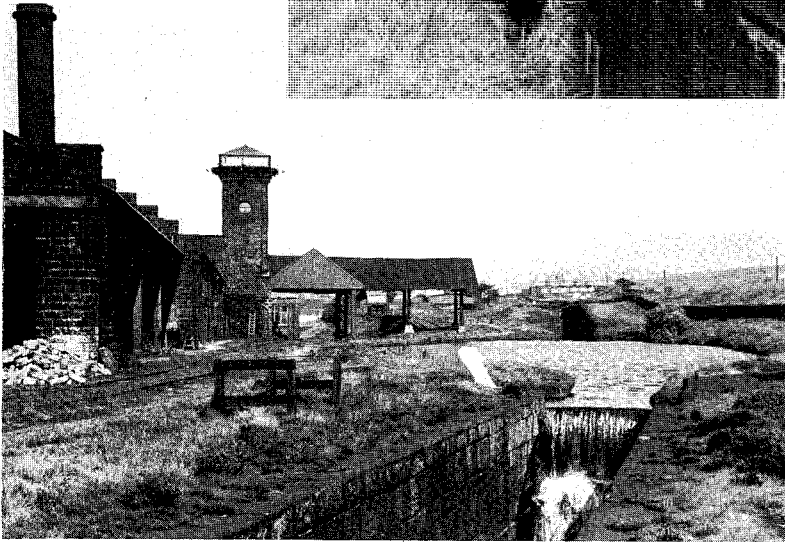
The remnants of the
single headgate lie
on the towpath and a
datestone is just
visible in the
chamber wall; this
dates the last
reconstruction of the
chamber.

The lock has now
been fully restored.



Left: Lock 29W on the
Diggle Flight.

The nearby Loom
Works is now Shaw's
Pallet Works and the
light railway and
bridge have been
removed. Lock 30W
is seen in the
distance.

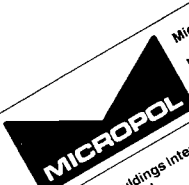


Right: The canal
basin at Uppermill.

The Saddleworth
Museum now stands
alongside the basin
and provides a
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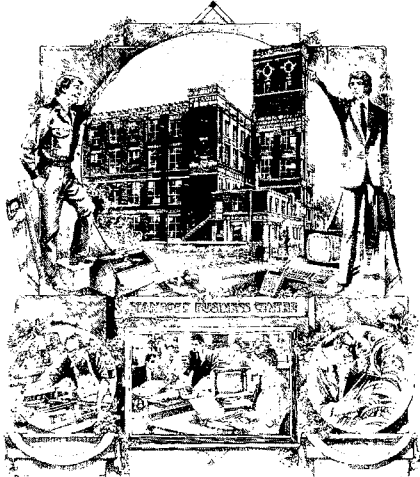


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Now, where was I? It was Pennine Link No. 77 published in Sept/Oct 1987 - is it really so long ago - and I had finished eighteen chapters of the saga of my family's canal holidays, sub-titled "The Diary of a Reluctant Mariner".

I quote: "Various commitments have kept us off the water for two years now - and we are rapidly running out of crew. Simon has now graduated and is in the South. Sarah is heading for 'A' Levels next year and then to university so the two old fogeys will have to do the Cheshire Ring on their own (past readers with a good memory will remember that we had been trying to 'do' the Cheshire Ring for nine years, but had always been frustrated in the attempt). Well, I mean, William isn't much use". (The same readers will know that William is a shaded, red, long-haired, half-standard, dachshund).

Gracious, that was six years ago! In the interim all sorts of changes have taken place. First, Ken & I are retired; Ken's employers decided that, as a traffic engineer, their roads were safer without him and pensioned him off in 1990. I retired shortly afterwards and we are both busier than ever with work for theatres, canal societies, cancer research and the like. At this very moment, Ken is painting the refurbished Transshipment Warehouse in Dobcross. (He could be helping me in the garden!). Ken also skippers and I crew E. Austen Johnson, the Duke of Edinburgh Award Scheme boat for disabled people. Simon now has a second degree and he and Sarah, who graduated from Durham in 1991, are living away from home, but still very keen on canals.

So, there we are, up to date. NO - I must tell you that our little friend, William, is still very much alive and kicking and will be 16 by the time you read this. He is quite remarkable, still occasionally bounces like a puppy and is very slim. More later.

Well, our last recorded trip was on a Black Prince boat from Silsden and we went to Wakefield and back in 1985.

The diary recommences in April 1988 when Simon insisted that he wanted some relief from being out of work in Brighton and joined us to work the Stratford Ring. A bit of an unknown - I was still not too sure about this driving lark and there were lots of locks - but we had seen some details of the 'top of the range' hire boats at Alvechurch Boats on the Worcester and Birmingham Canal and fancied having a go on one. We were really tickled pink at sailing again. Unfortunately Sarah couldn't join us as she was only a couple of months from 'A' Levels and working very hard.

To proceed, we are about to start our seventh canal holiday and it is a Sunday in April 1988.

Day 1 - Sunday

Sailing time: 3.00pm - 7.00pm	Weather - Cloudy, warm, occasional sun
Destination - Queens Head, bottom of the Tardebigge Locks	
Locks - 30	Tunnels - Shortwood 613yds, Tardebigge 580yds
Boat - Alvechurch Boats 'KESTREL'	

We set off from home in Saddleworth at 9.30, and after being held up on the M6 outside Birmingham, got to New Street station and picked up Simon. Three-quarters of an hour later we were at the boat-yard. All the boats are very smart - well stocked shop but didn't spend much time looking - more chance on the way back. Reception very nice and friendly. The boat wasn't quite ready so went for a drink to the yard's own 'pub', the club-house, HE thought it was a splendid idea and should be copied elsewhere! Lovely landlord and landlady,

especially when they caught sight of William - he was the image of their 16 year old bitch that had been put down only the previous Christmas - they made an enormous fuss of him - mind you, people do, he is a very pretty dog - for a fella.

Handover of boat v. smooth. And what a boat - and what equipment - everything of the highest standard and nothing spared. Carpeted throughout, which could be a problem (we often wonder if boat designers have ever been out before Easter and seen the state of some of the tow-paths!)

For the benefit of the house-proud amongst you, here is a quick walk-through of "Kestrel":

From the back - down 3 steps, on right two wardrobes, one open for wet clothes, one with door for others. Fixed double bed with spring interior mattress, duvet, two cupboards over Dralon-covered headboard. Chest of drawers, radiator with shelf over, locker space under bed. Down corridor, locking door to cut off bedroom, complete bathroom - flush loo, washbasin, shower with deep sit-in tray - can't believe this. Another locking door then two shelves with hanging space under. Round corner and yet another wardrobe with shelf and containing vacuum cleaner. Into the galley - 4 large cupboards, L-shaped tiled work surface, micro-wave oven, grill and gas oven, 3 hobs, toaster, percolator, several more cupboards, double sink and water filter. It should be mentioned here that we never got the benefit from the fancy electrical equipment. It was early days for 240 volt appliances on boats and my technical adviser tells me that the inverter was just not good enough. (On a later boat we had a little generator on board).

To continue - all cups, napkins, oven-gloves, were M & S Blackthorn. Pans Prestige copper-bottomed, etc., etc., all the very best. Into forward cabin with long table, padded bench, two stools, plenty of light and a superb forward view, plenty of shelves, colour TV, stereo tape deck. This must be the finest hire boat on the system - we will be spoilt for ever. Oh yes, and the interior is all pine panelled with paintings of canals, maps, and a kestrel (all Alvechurch boats, we now guess, have the name bird pictured inside). I give the Company 12 out of 10 for trying. The only basic hiring complaint is the need to pay for fuel on top of the hire fee (in 1988, not any more).

Now to the voyage - it didn't take us long to stow everything away - and we were off! Doing the Ring anti-clockwise because we can't wait to have a crack at the famous Tardebigge flight of 30 closely spaced locks. First we went through two tunnels, Shortwood (613 yards) and Tardebigge (580 yards) and soon arrived at Top Lock, where there is a plaque commemorating the site of the historic meeting between Robert Aickman and Tom and Angela Rolt in 1945, from which sprouted the IWA and the canal restoration movement.

We decided to break the back of the flight in one go and got so carried away with our efficiency that we arrived at the bottom 3 hours and 10 minutes later! Terrible top paddles and the water only with us twice. Even so, with Simon going on ahead to fill, I let the boat in and opened the bottom paddles, then Ken and I combined to let the boat out, drop paddles and close gates.

And we had something of a handicap - me! I started the holiday with a very sore and badly cricked neck, goodness knows how, but the locking did it no end of good!

The countryside here is beautiful with trees about ready to leaf - some already have and blossom abounds. We watched an altercation when a boat going up was heading for the empty lock we had left for it and what seemed like a hundred or so youths on a boat following

us slammed the bottom gate shut and started filling the lock. They learned the 'rule of the road' in very clear English crisply supported by a few salty adjectives!

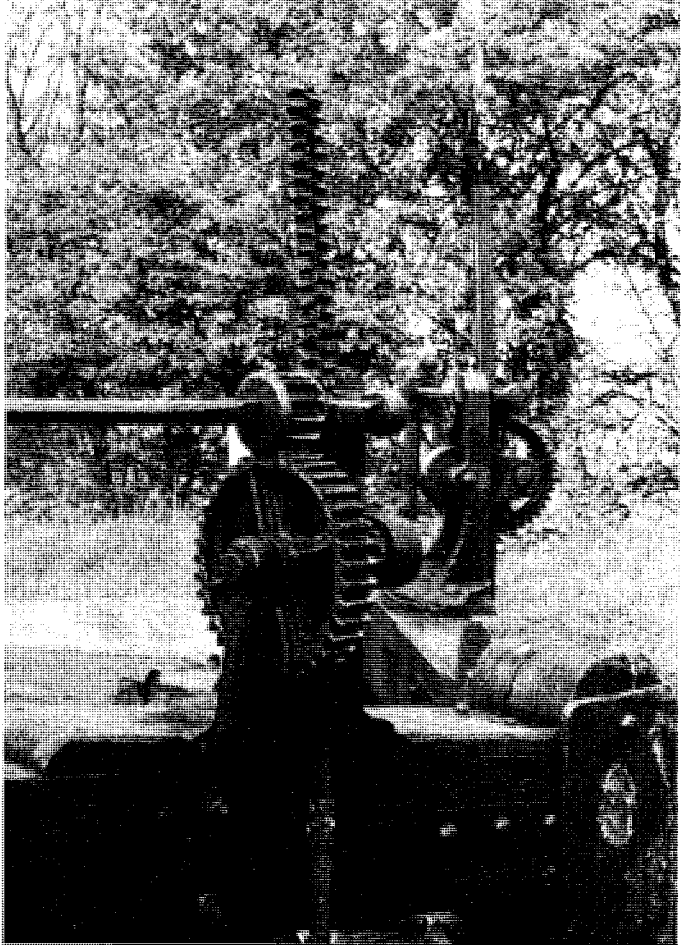
We moored up outside the Queens Head and had a very welcome pre-dinner drink followed by roast chicken dinner - Simon having turned vegetarian had Chilli - William didn't have anything, he never eats first day out (funny dog) and was already flaked out having walked up and down the long flight about five times as we worked.

By 9-o'clock we were all pretty shattered - went to the pub to ring Sarah - it really is strange not having her with us. Went to bed early because the super-doooper colour TV switched itself off - the voltage was too low! Still, what bliss not having to convert the dining-table into a bed - this is luxury with a big L.

Next time - Mr Foster went to Gloucester; we only get as far as Worcester!

See you.

PS Sorry only one picture; too pre-occupied on the first day!



The Swinish paddle gear on the Tardebigge Flight.
Over-greased and under-maintained!

Photo: K.Wright

PENNINES

The Pennines were my pillow
where sunbeam and shadow
made love upon the meadow.

Paul C Reece

Pennine *LINK*

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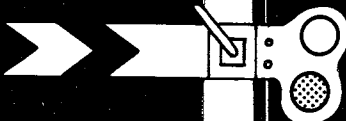
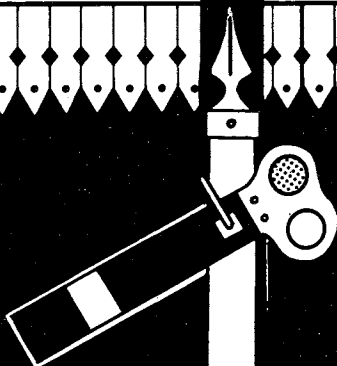
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**Monday Night
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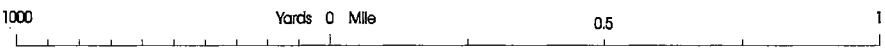
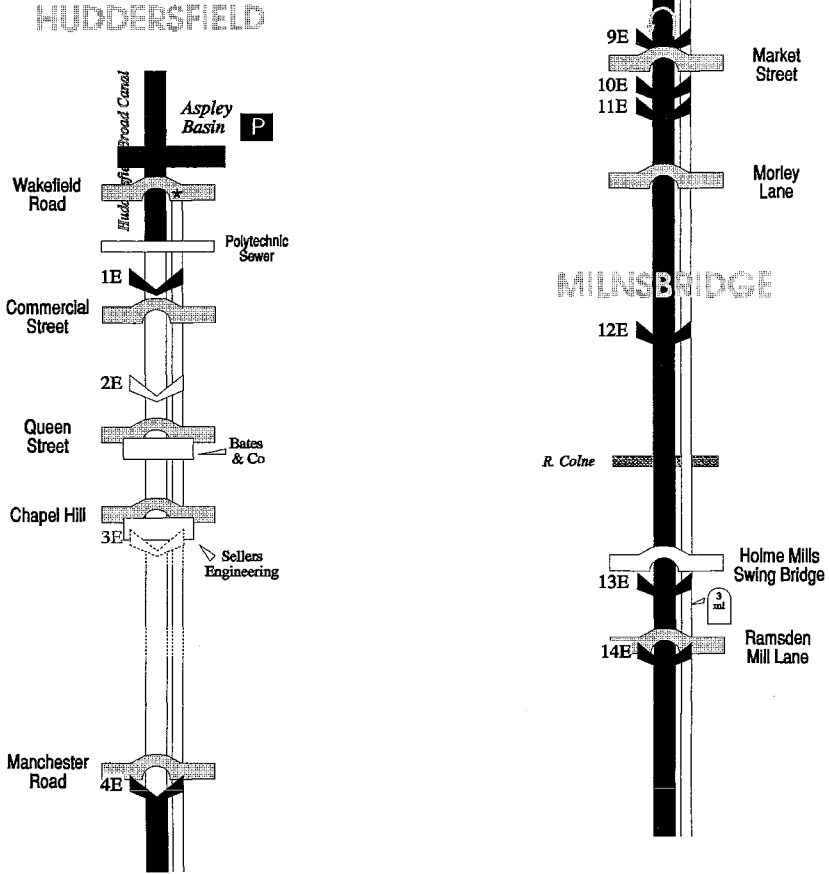
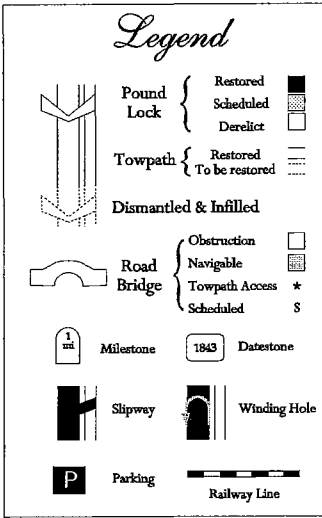
The Conservatory is bookable
for parties up to two dozen,
larger groups, up to 65, may book
our upstairs function suite.
Ask for Menus.

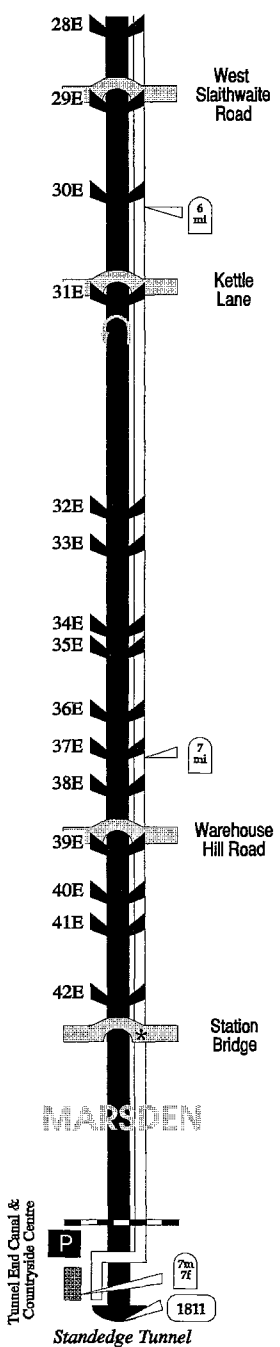
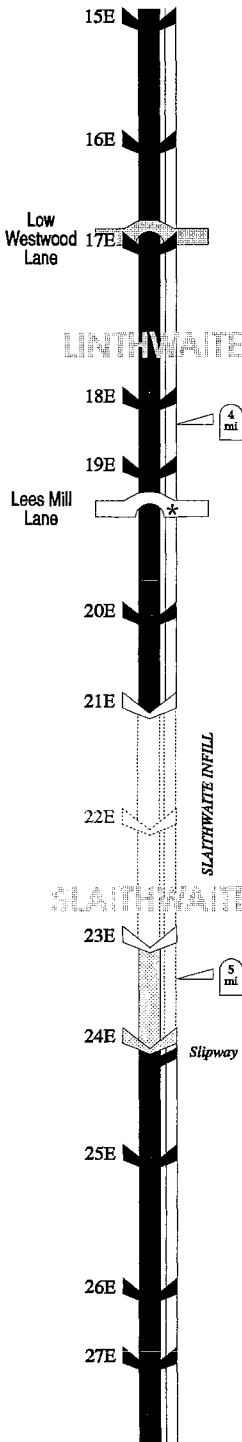
ASHTON'S PREMIER FREEHOUSE



**ONLY A SHORT
WALK FROM THE
HUDDERSFIELD NARROW!**

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





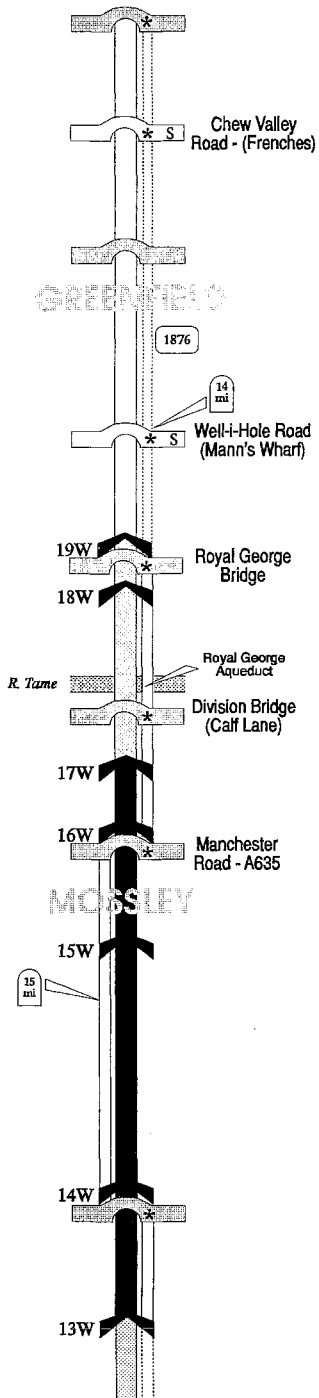
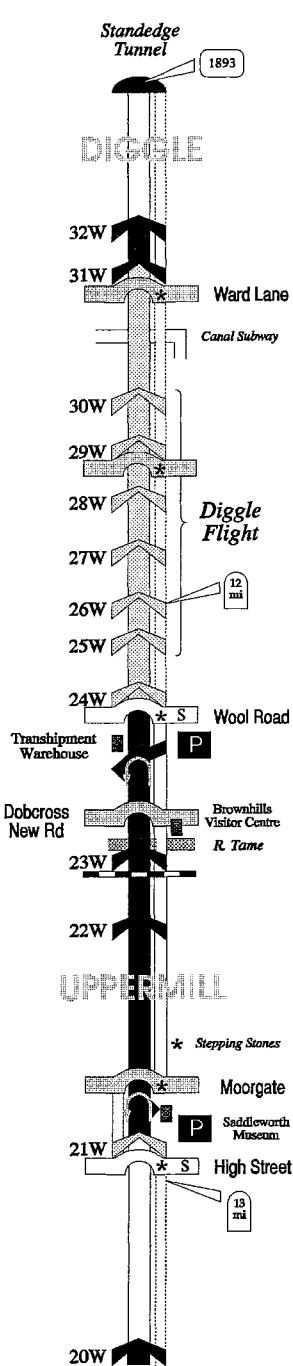
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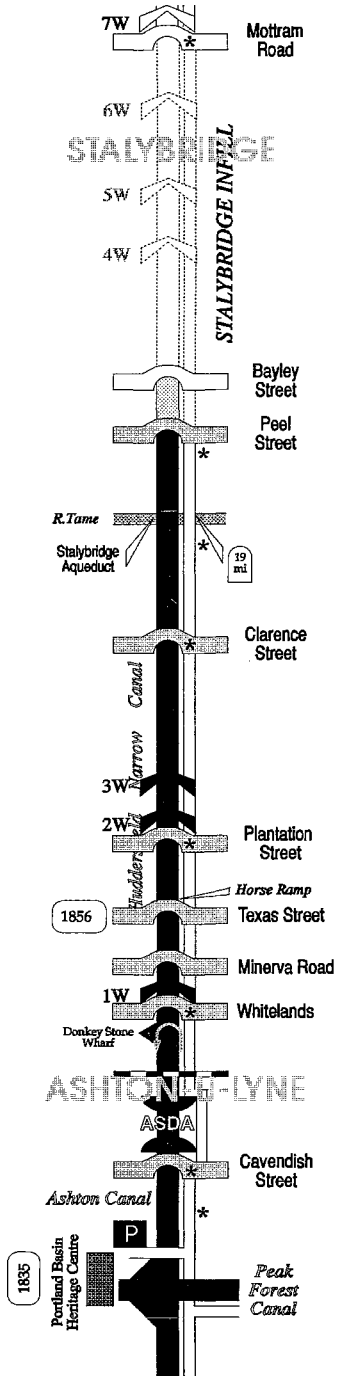
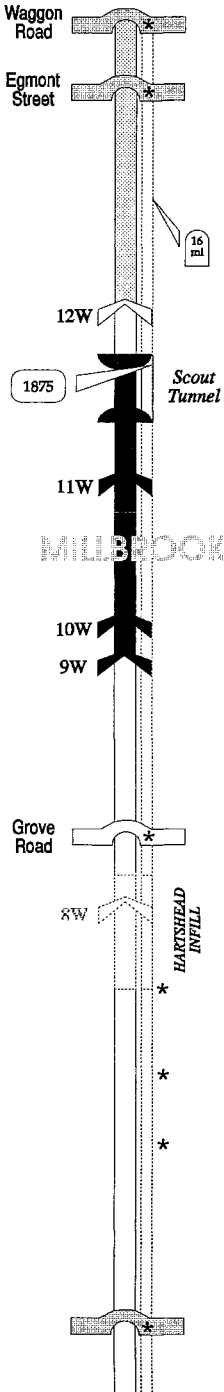
Yards 0 Mile

0.5

1

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





1000

Yards 0 Mile

0.5

1

Pennine

Tunnel End Summer Fair '93

Tunnel End Canal & Countryside Centre, Marsden

presents

A GRAND SPECTACULAR

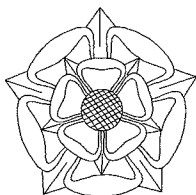
June 26th & 27th

In keeping with
this year's theme of
'Life in Tudor England'
for the Summer Fair,
there will be
16th Century battles
enacted by the
'Clarence Household'

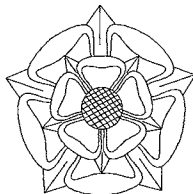
See how they lived.
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and Many, Many Others



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Huddersfield Canals Festival Committee Social

It is our custom for the current year's Working Committee to meet for a Christmas Social. This year we are extending the invitation to those who will help to make the Tameside & Huddersfield '93 Festivals the biggest and best ever.

To this end, each and every helper, together with his/her partner, is cordially invited to join us at The Wheel Inn on Thursday 9th December. A buffet will be available, as will convivial background music.

We would very much like to recognise your support with the offer of a free buffet. However, we are sure that you will appreciate that this will negate somewhat your efforts with regard to the '93 Festival, in that our hard earned restoration fund will be depleted. Consequently, we are asking for a mere £3 donation per person for the social.

We do hope that we shall see you in December so that we can all thank you personally.

Dave Calverley
(On behalf of the Huddersfield Canals Festival Committee)

WHO KNOWS?

What's the connection between the town of Monmouth, in Gwent, and Huddersfield?

No, it's not a trick question. But Mrs Ray McLoughlin, who lives in Gwent, has enlisted the help of HCS in tracing her great grandfather. He was George Haigh, and the canal connection is that in the mid 1800's he was a wharfinger (somebody who owned a wharf or worked on one) in Huddersfield.

Mrs McLoughlin, who is trying to draw up a family tree, said the family name was Jessop. "All my ancestors lived in Yorkshire and in particular in the Huddersfield area. I would be grateful if anybody could give me some information about George Haigh," she said.

Apparently the fame of the Narrow Canal restoration scheme has spread to Wales - she says that wonderful work is being carried out on the canal. And her letter, addressed to: Huddersfield Canal Society, Huddersfield, Yorkshire, was delivered by the Post Office to the right house - Public Relations Officer Dave Finnis's Marsden home.

If anybody can help, they should contact Mrs McLoughlin at:

Clearwater Cottage,
Whitebrook,
Monmouth,
Gwent,
NP5 4TX.

(Tel: 0600 860556)

Alec Ramsden
Press Officer

Dear Members,

It is now a year since Bill Owen (Compo) joined the ranks of our members by becoming the 2000th supporter of our work. Twelve months later we stand at 2090 which serves to illustrate that while membership is increasing it is not at the rate we would like because, as with other Societies, members fail to renew for various reasons.

As you will see from the demographic map of Great Britain, we have members from far and near. Naturally, the concentration of members is around the Tame and Colne Valleys through which the Canal runs. However, we would like to encourage members from the more remote Counties and appeal to existing members in these Counties for help. Perhaps all of you, no matter where you live, could encourage a friend to join, which in turn would double our membership overnight, so to speak. A membership application form can be found in this Issue of Pennine Link so please try your best.

Festivals are usually good places to enrol new members. This Summer, these events, at which we will have a presence, will be held at the Festivals in Ashton, Marsden and Huddersfield locally, and at Meltham, Mottram and Peterborough further afield. If any member, living within reasonable distance of these venues, can assist in a recruitment campaign, please ring or write to me. The task is pleasurable and would involve handing out leaflets, chatting to interested parties and generally encouraging people to join us in our worthwhile cause.

Aside from Festivals, if there is anyone out there who is willing to help out on the membership recruitment front again please contact me. Help can be as simple as distributing literature at your local events ---- the Summer Fairs, Carnivals, Local Interest Centres and the like.

If you are a member who does not like to retain all their copies of Pennine Link (and let's face it, they are well worth collecting) may I suggest that Issues, perhaps previously discarded, might find an interested eye in the surgery waiting rooms of your Doctor or Dentist, or in any place where people congregate. This must be one way of spreading the word about our work.

To conclude, we hope that members will continue to promote the work of the Society and encourage membership application. We also hope members will continue to be generous and will include a donation when paying their subscription. Your donations are very much appreciated and needed, and with your continued support, the Society can look forward to further growth and progress towards our objective.

Jo Young
Membership Secretary.

For Crossword fanatics:

LOCK NAMES

EAST SIDE

- 1 - Stanley Dawson Lock
- 2 - Coal Wharf Lock
- 3 -
- 4 - Longroyd Bridge Lock
- 5 - Paddock Foot Lock
- 6 - Mark Bottom Lock

- 7 - Fountain Lock
- 8 - Roller Lock
- 9 - Isis Lock
- 10 - Spring Garden Lock
- 11 - Library Lock
- 12 - Rough Holme Lock
- 13/14 - Ramsdens Locks
- 15 - Golcar Brook Lock
- 16/17 - Westwood Locks
- 18 - Can Lock
- 19 - Holme Lock

- 20 - Spot Lock
- 21 - Waterside Lock
- 22 - Pickle Lock
- 23 - Dartmouth Lock
- 24 - Shuttle Lock
- 25 - Shaker Wood Lock
- 26 - Skew Bridge Lock
- 27 - Mill Pond Lock
- 28 - Waring Bottom Lock
- 29 - White Hill Lock
- 30 - Bank Nook Lock

- 31 - Booth Lock
- 32 - Pig Tail Lock
- 33 - Sparth Lock
- 34 - Cellars Lock
- 35 - Moorvale Lock
- 36 - White Syke Lock
- 37 - Smudgers Lock
- 38 - Colne Lock
- 39 - Warehouse Hill Lock
- 40 - Hopper Lock
- 41 - Dirker Lock
- 42 - Railway Lock

Danny Stead, British Waterways Lengthman stationed at Tunnel End, Marsden, has seen a few strange objects pulled from the Huddersfield Narrow Canal in his time.

But this 7ft long Python, which was fished out of the water at Westwood Locks, Linthwaite, is close to the top of his list of unusual catches.

“I got a report from the police that a strange creature was in the water. But by the time I got there somebody had pulled the snake out - dead,” said Danny.

The mystery of how Percy the Python came to be in the Canal is likely to remain on Police files forever as an unsolved case. The evidence is slim.

Was some part of the Colne Valley an unknown breeding ground for the slithery monsters? Was there an army of hungry Pythons on the wriggle looking for something succulent for dinner? Perhaps they fancied a couple of Diggles - those shy, furry, cuddly creatures whose only known habitat is the Narrow Canal.

A local Anguinologist (snake expert to the uninitiated) soon scuppered any ideas that the Narrow Canal had slithers of snakes on the prowl looking for tasty morsels to satisfy their fangs (sorry pangs) of hunger.

It was more likely, said the man in the know, that Percy (it could have been Priscilla), was a family pet which had escaped from domestic captivity and made its way to the Canal.

“All snakes can swim” said the expert, “but they need warm water. In fact, it’s highly likely that the snake slipped into the Canal, could not get out and perished from hypothermia.”



Photo: Yorkshire Post

Alec Ramsden

Letter to Dave Finnis from
Councillor Dorothy Lindley
Colne Valley West Ward

West End Cottage
Eyam

Dear David,

Marsden Enhancement and Residents Society

I write on behalf of the above Society to ask you to pass on sincere thanks to the Canal Society for their kind donation which enabled bulbs to be bought and planted along the towpath and areas at Tunnel End.

Without the help of the Canal Society, this successful project would not have taken place. Thanks must also go to yourself for the help and support you gave, it was very much appreciated.

Perhaps we could all work together on some other occasion in the future.

Once again, thanks to the Canal Society, thanks to yourself.

Sincerely

Councillor Mrs D Lindley
Chairman of the Society

18 Norman Street
Failsworth

Dear Alwyn,

I thought I might write to let local members know of a piece of canal history which can be seen at the junction of Drury Lane and Manchester Road, Hollinwood.

At the far corner of the Builders Mate DIY store car park, next to the pavement, is a large quoin (a shaped corner stone) with the remnants of a lock gate hinge or 'A' frame fixed to its surface. The quoin has been unearthed during the widening works on Manchester Road, in preparation for the M66 Link, and probably comes from Lock 24 on the Hollinwood Branch Canal.

The Branch Canal started at Fairfield Junction on the Manchester Ashton Canal, passed through Droylsden and Daisy Nook Country Park, and on to Hollinwood, terminating at Hollinwood Reservoir (now the playing fields at Chamber Road).

Opened in 1797, during the hey day of Canal Mania when everyone was getting in on the Act, it fell into disuse by the early 1930's and was officially closed in 1955. Some sections are still in water and the line of the Branch can still be traced by intrepid walkers!

Maureen Gough

I've always harboured a pipe dream of starting the 'Hollinwood Branch Canal Restoration Society' and though the M66 Link and lack of water could prove 'impossible', it's nice to dream Ed

Dear Alwyn,

Whatever the merits of the new Restoration Chart, may I suggest that crossword fanatics will get even crosser if they don't hang on to an old P'Link with the former version as clues based on the Lock names listed therein will continue to appear for some time yet. Happy cruising.

John

Puzzled

Point taken, John, and for the benefit of future puzzlers, we shall ensure a full list of Lock 'names' appears in each issue. I must admit some of the names are fictitious; ranging from our typesetters cat and army nickname to an anagram of the Restoration Company's MD. The majority of the names have some historical/geographical basis, though, at the time of construction, the simple numbering system applied. Ed.

28 Ewell Close
Chorley

Dear Alwyn,

Just a couple of thoughts/comments on the new Restoration Map.

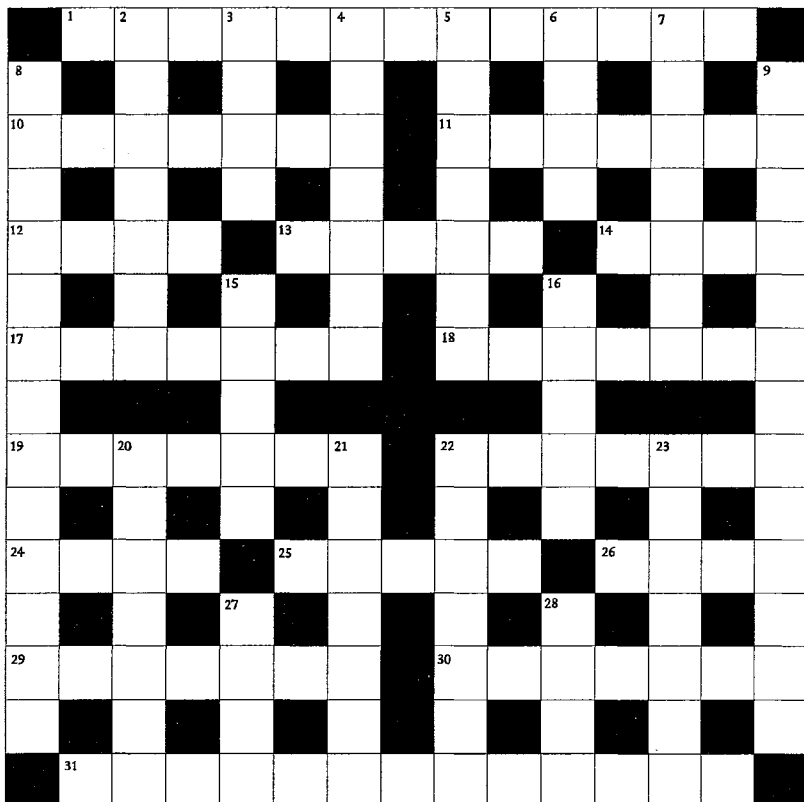
- 1) Much clearer than previous.
- 2) If Huddersfield is the start at the top left of the paper, then it follows better if Ashton is the end at the bottom right of the paper.
- 3) Should the Tunnel itself not be included in the Map, to give an indication of the scale of the problem?
- 4) What do you mean by scheduled for restoration; has it started, is it planned, when is it expected to be finished? Perhaps identifying the start and finish planned dates could be useful.

Please keep up the good work; it really is a super magazine.

Les Simpson

Thanks for your comments, Les. As you will see from the Map, some of your suggestions have already been included. When the new Map was first published, we did say it was in its infancy and would continue to be improved as required. The idea of including the Tunnel has been put into the 'thinks file' as a desirable addition.

When work is scheduled, it has been costed and a source of funds found. Work will start when manpower is available and finish at a later date dictated by the scope of the job. Ed.



8. Atop a dark mountain, fall westwards (13)
9. Me steep roller, not at 4 down but canal museum (13)
15. Pilat ornamental ropework thus (5)
16. Palindromic Eskimo canal boat? (5)
20. From Bordesley to Aston get dug in with a lady on BCN (7)
21. Non stop fly boat makes fast passage (7)
22. Used with a loom - especially at Marsden (7)
23. Rotates burnt bread for breakfast (7)
27. Take plenty on canal holiday, camera u/s without it (4)
28. Bovine offspring (4)

QUICK CLUES

ACROSS

1. Lock 9W (13)
10. Locks 92-97 Grand Union Canal (7)
11. Kitchen equipment (7)
12. Item such as a spanner, wrench etc. (4)
13. Trousers types useful for boating (5)
14. Formerly (4)
17. Door and drawer furniture (7)
18. Matrons (anag.), boat part (7)
19. Industrial rioter of 1811 (7)
22. What gets your engine going (7)
24. Wood for burning (4)
25. Part of teapot for

CRYPTIC CLUES

ACROSS

1. Non White stone sinks westward (13)
10. Climb steeply out of London, South of BW Norwood yard (7)
11. Nil suet, of much use in the galley? (7)
12. Useful loof in the engine room (4)
13. These ladies in trousers (5)
14. Formerly a cone we hear (4)
17. Keep a good hold with these (7)
18. Matrons provide boat part (7)
19. Diluted rioter of 1811 (7)
22. Race official gets boat engine going (7)
24. Analog studies useful on cold nights (4)
25. Talk at great length about Measham ware (5)
26. Swap a stinger (4)
29. A fissure, a crack a handhold (7)
30. A strip of land, alternatively, but it could pull a plough or boat (7)
31. Holst made fort whilst building canals (13)

DOWN

2. Every home has it's glory-hole - this city has too (7)
3. By torch etch Loddon (4)
4. Travels east by skates from 7 till 9 (7)
5. Leave 6D and travel to Consall Forge by river (7)
6. Take a vegetable on board in Staffordshire (4)
7. Alternatively a door frame (7)

- pouring (5)
26. Watch for these insects when boating (4)
29. A crack or fissure in stone (7)
30. Farm vehicle (7)
31. Scottish canal engineer (13)

DOWN

2. City with 'Glory Hole' tunnel (7)
3. Broads river to Loddon (4)
4. Lock 8E (plural) (7)
5. River navigation to one terminus of Caldon Canal (7)
6. The other terminus (well nearly) of Caldon Canal (4)
7. Another name for a door frame (7)
8. Lock 9W (13)
9. Northern canal museum (13)
15. Interweave hair or rope ornamentally (5)
16. Eskimo canoe (5)
20. BCN branch in central Birmingham between Bordesley and Aston junctions (7)
21. Non stop fast service (bus, boat or train) (7)
22. Marsden trip boat (7)
23. In which to prepare companion to marmalade (7)
27. See it at cinema or put it in your camera (4)
28. Baby cow (4)

Refer to pages 19 & 36 for Lock names
Solution in the Autumn Issue 107

A WALK ON THE WET SIDE 2

Following last year's hugely successful production, "A Walk On The Wet Side", the Lancaster Canal Trust proudly announce the sequel, "A Walk On The Wet Side 2".

To be held on Saturday 31st July 1993, commencing at 4.30pm, and due to last about 3 hours, this epic walk across the treacherous sands of Morecambe Bay will once more be a sponsored event.

Starting out from Arnside, the walkers will cross the rocky foreshore before striking out into the wilds of the bay itself, skirting quicksands and fording the channel of the River Kent under the expert leadership of the Queen's Guide to the Sands, Cedric Robinson.

Led again by the intrepid Cedric, the walk last year attracted around 200 people, and raised £1,300 which was used to fund the restoration of a derelict lock at Tewitfield on the Lancaster Canal.

Sponsorship forms are available now, from the Trust, while stocks last. Early booking is advised as places on this 'all Form' affair are going fast.

For further information and sponsorship forms please contact:

Anne Nichols
Public Relations Officer
Lancaster Canal Trust
4 Drovers Way
Burton
Carnforth LA6 1HU
Tel: (0524) 781134 (24 hours)

CANAL TRIP BOAT RELAUNCHED

The Lancaster Canal Trust's Trip Boat, 'EBB & FLOW', was relaunched on Sunday 2nd May, 1993, for the Summer season.

The 26 foot long, hypozomatic (*No idea! And it's not in our dictionary, Ed*) craft, will be offering free canal cruises for the public every Sunday afternoon from 1.30pm until 4.00pm approx., leaving from the towpath side wharf on the Lancaster Canal at Crooklands. (Just off the A65, opposite the Crooklands Hotel).

Details of the service can be obtained from:

Cath Davenport
Trip Boat Rota Officer
3 Nook Cottages
Nook
Lupton
Carnforth
Tel: (0539) 567250

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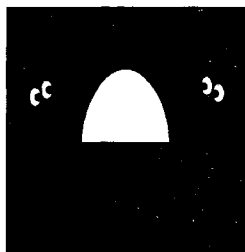
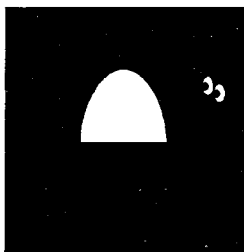
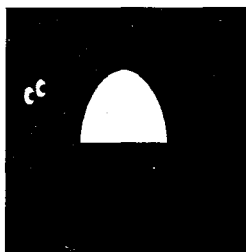
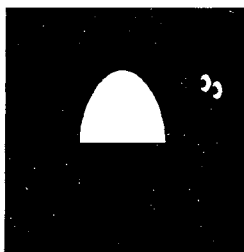
NEXT PRESS DATE

Articles, letters, etc., for the
Autumn 1993 issue of Pennine
Link should reach the Editor
by the 20th July 1993

THE SOCIETY WELCOMES THE FOLLOWING NEW MEMBERS:

- 2070 Mr & Mrs Lomas, [REDACTED]
- 2071 Mr & Mrs Clarke, [REDACTED]
- 2072 Mrs Knowles, [REDACTED]
- 2073 Mr Shires, [REDACTED]
- 2074 Mr & Mrs Robinson, [REDACTED]
- 2075 Mr Sherman, [REDACTED]
- 2076 Mr & Mrs Illingwirth & Family, [REDACTED]
- 2077 Mr & Mrs Lees, Greenfield, [REDACTED]
- 2078 Mr Grisdale, [REDACTED]
- 2079 Mr Barron, [REDACTED]
- 2080 Mr Fulcher, [REDACTED]
- 2081 Mr Crosland, [REDACTED]
- 2082 Mr Storey & Family, [REDACTED]
- 2083 Mr Robinson, [REDACTED]
- 2084 Mr Allcock, [REDACTED]
- 2085 Mr & Mrs Radley, [REDACTED]
- 2086 Mr Jeffrey, Mossley, [REDACTED]
- 2087 Mr Bowles, [REDACTED]
- 2088 Mr Evans, [REDACTED]
- 2089 Mr & Miss Mark Shaw & Tracey Holliday, [REDACTED]
- 2090 Mr & Mrs Holmes, [REDACTED]

In Standedge Tunnel ...



Well? ...

Mmm ...

How about? ...

No, I prefer you in the blue!

SOLUTION TO CROSSWORD NO. 4

ACROSS

7. Waterside 8. Govan 10. Ward Lane 11. Tirade 12. Erie 13. Towpaths 15. Wrynose
17. Irwell 20. Cast Iron 22. Cart 25. Clerks 26. Wedgwood 27. Scoop 28. Millbrook

DOWN

1. BACAT 2. Tender 3. Assayers 4. Adverts 5. Moorvale 6. Maidahill 9. Stow
14. Broad Lock 16. Nutbrook 18. Rochdale 19. A new pin 21. Rust 23. Rowers 24. Colon

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.

Thurs 8th July

Tunnel End, Marsden, 8.00pm.

An evening cruise on the Marsden Shuttle.

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, 105

*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

