

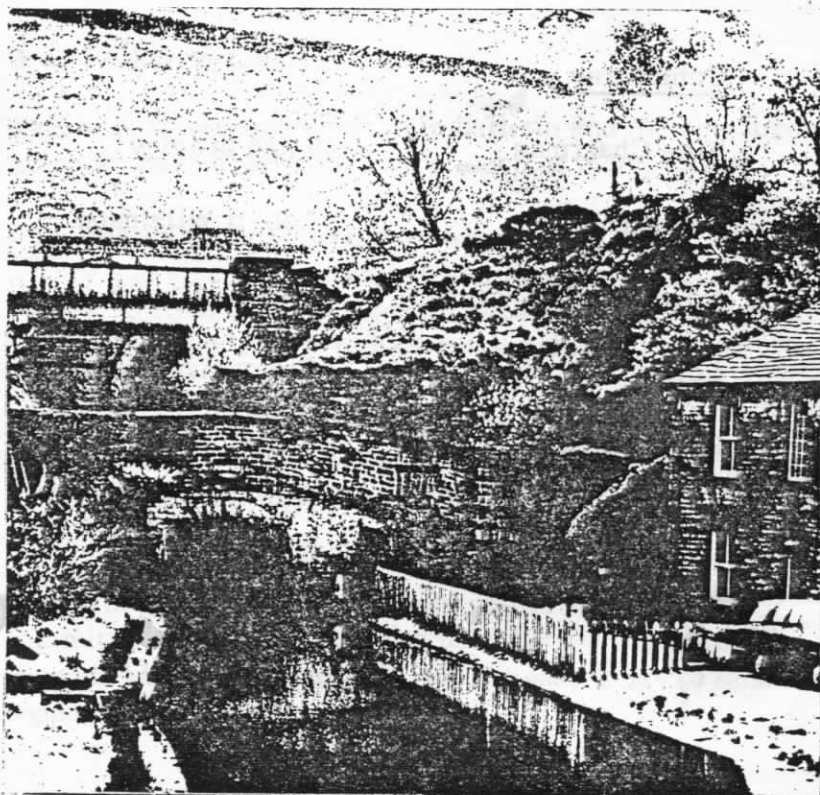
# pennine link

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The Journal of the  
HUDDERSFIELD CANAL SOCIETY

STANDEGE TUNNEL, Marsden



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Dear Fellow Member,

Well here we are with our sixth bulletin and the new format which we have adopted to give a touch of individuality.

Many thanks to those members who replied to my appeal for letters and views. In this edition, we have a 'readers letters' section which I hope can become a regular feature of 'Pennine Link'. Keep the letters rolling in please!

The preliminary feasibility study on restoration of the Narrow Canal has now been published and is selling well. To those members who have not yet obtained a copy - 50p + postage from Val Dewey.

Please make a note of our future events and give your committee as much support as possible - our recent towpath walks were something of a disaster due to lack of support.

ED

Publicity Officer's Report

This year we have attended two boat rallies - Middlewich and Ashton. Middlewich was very disappointing, our stand was in a distant corner of the trade tent, and those people who did reach our stand were very reluctant to part with their money.

Ashton, however, was a different matter. Despite less than perfect organisation the rally was a great success, this being entirely due to the weather which was glorious throughout the weekend. We had a good rally, the £110 taken on the stand testifying to this. Perhaps more important though, was the great interest shown by local people in our campaign. This interest was increased by the publication (at long last!) of the Feasibility Study - over 70 of these were sold during the weekend.

The campaign aspect of the Rally was rather neglected by the organisers; the official party of MP's and civic dignitaries was never shown our stand, or any of the other amenity societies' stands. We did, however, get some Press coverage, the Manchester Evening News and Huddersfield Examiner both announced the publication of our report, as did Radio Manchester and local papers. BBC-TV Leeds, have also expressed some interest in our campaign, and the appearance of the Narrow Canal on the 'box' is a distinct possibility.

Having recapped the events of the last couple of months, on to the immediate future. The day after Ashton Rally finished attention was turned to the National Water Festival (new trendier name for a National Boat Rally). This, for those of you who don't know (both of you), will be held at York on August 22nd/25th. Our campaign is mentioned as one of the causes the Rally/Festival is supporting and we will be mounting our biggest effort yet. Our stand, hopefully improved, will be there, together with an expanded range of sales material. This brings me to the main point of this article - WE NEED HELP!

At the last two events our stand has been severely undermanned, the staff consisting of part of the committee, plus a few people press-ganged on the rally site. At York, however, we hope things will be different. Those of you who live near York, (ie North of Birmingham), we hope, will spare a few hours of your time and help with the stand at the rally. Please inundate me with your offers of help as soon as possible. Besides involving a lot more people in the Society's activities - which can't be bad - it will save us money - armed recruiting parties are expensive to run these days. But seriously folks, all offers of help will be gratefully accepted. If possible contact me at the address below before the rally, or otherwise just turn up at York.

As well as needing help on the stand we are also getting short of ideas for things to sell. If anyone has any inspirations in this direction please give me a ring as soon as possible, or write to me. The ideal sales item costs us very little, sells for a lot, and publicises our campaign at the same time. Also if anyone has, or knows someone who has, any old photographs, documents or posters, etc. relating to the canal, I'd liketo hear of them with a view to making reproductions.

Well, that's about it for my first piece in 'Pennine Link', I hope to meet as many of you as possible at York. Any queries about, or offers of help with publicity should be addressed to :-

Chris Griffiths  
4 Fairfield Court  
Stafford, ST16 3HH

Telephone: Stafford 44413

Ashton Rally of Boats

'Bridget' and I were honoured to have the company of the Chairman and Secretary of the Huddersfield Canal Society on the voyage to Dukinfield Junction for the Ashton Rally. It wasn't a very long voyage, as 'Bridget' was already moored on the Macclesfield Canal, at Oak Grove, just before the Royal Oak swing-bridge. Even so, I was a little apprehensive, having been threatened with the apparent necessity of getting there in one day, and I knew from previous experience that it was a cruise of about  $11\frac{3}{4}$  hours. It looked like being a Long Day ... However, when the two gentlemen arrived, on the Wednesday evening before the Rally, the necessity was no longer apparent, to my relief, and on Thursday evening we moored at the bottom of Marple locks.

The voyage had not been without incident; after only  $2\frac{1}{2}$  hours cruising 'Bridget's' temperature gauge recorded an unhealthily high temperature, and I ceased murmuring 'I think there may be something round the prop', and said something much more effective. 'Bridget' was then brought to a halt in the next bridgehole, as the undredged stage of the canal rarely permits normal mooring for a boat of her draught. We were there well over an hour. We poked and prodded, we tugged and heaved, but could not shift the offending material. We tried to use the unusable weed-hatch. All was in vain until our intrepid Chairman volunteered to 'go-in'. (Our Secretary raised no objection to this, I noticed!). Eventually what may have once been a pair of trousers was cut and sawn off the prop shaft, and 'Bridget' obviously felt better. John even daid it was warm in the water, and suggested that Bob and I joined him. We thanked him but declined. He did a grand job for which I am extremely grateful, and which I felt should not go unrecorded.

Marple locks don't just leak, some of the chamber walls spout water at boat and steerer with the ferocity of a firehose. Still, a boat looks so nice and clean on reaching the bottom, and it's a wonderful experience to use the locks after seeing them in various states of decay and then repair during the past years.

We reached the Rally site by lunchtime on Friday, and moored 'Bridget' in the space indicated. (One would have thought that '1' would be between 105 and 103, but nothing so prosaic for this harbour master; I don't know what his system was, but it was certainly original).

The rally was a great success, viewed from the HCS stand in the exhibition tent. There was great interest from the public in all our publicity material, and sales were good, especially of the Ashton Canal book and the brand-new Feasibility Study. About 80 copies of the latter were sold and over £100 taken in all. We could have done with more volunteers to help to man the stand but that goes without saying, I'm afraid. Still, a number of members did call at the stand and we were very pleased to meet them. It was a very worthwhile outing for the stand, within half a mile of one end of the Huddersfield Narrow Canal. Another good venue for a rally might be at the other end of the Canal, where it meets the Huddersfield Broad at Aspley Basin. Perhaps one day soon! In the meantime, the next appearance of the sales and publicity stand will be at the IWA National Festival of York, where many more volunteers than the usual few will be needed to man it, so if you can spare an hour or so during the weekend of 22nd/25th August, in addition to seeing all that the Festival offers, why not contact Chris Griffiths? Go on, surprise him!

Margaret Sinfield

Medlock & Tame Valley Committee

Members of the committee were recently invited to present the case for the Narrow Canal restoration to the M & TV Committee, at which meeting, various angling clubs were represented by two members of the Saddleworth and District Angling Club.

The anglers were against any re-opening of the canal and voiced various technical 'reasons' for this view. The angling points are detailed below and your committee urgently require comment from anglers in HCS as to the validity or otherwise of these points.

Comments please direct to John Maynard.

1. The increased flow of water along the canal would result in less weed, fewer insects and consequently fewer fish.
2. The flow would flush the fish down the canal.
3. Fish need a water pH greater than 5 and since the reservoirs are at pH 4.2 this would affect the fish.
4. Particles in suspension in the water harm the fish. Fish have been affected on the Shropshire Union because of this.



Letters to the Editor

Due to a shortage of space in this edition, it has been necessary to 'extract' from some of the letters.

Dear Editor

I was probably one of the last to go part of the way up the tunnel many years ago in the days when there was a boat in the tunnel mouth. Although we are often told the boats were propelled by pushing with the feet on the roof, this method was not used in Stanage for the roof is far too high to reach. The method used was to push along the sides of the tunnel, so it is possible the boats used in Stanage were of a slightly different design, so far as the rear cabin goes, to allow the pushers to be comfortable. Remember the tunnel is far longer than any other tunnel. So there is no having a rest half way through.

Your idea of having a boat is quite a good one. I suggest you put it in the first length by the old wharf and then you will possibly be able to take trips up to Chapel Hill lock. I am not sure which lock it is that is left in 'working order' but if you could use it, and you can if your boat is licenced and you repair the lock suitably, this will give an added incentive to any attempts to re-open the cut. If you can also make a small tunnel through into the broad canal as well it will be a worthwhile effort. Also if you do get a boat I suggest you get one such that you can take it out of the water and relaunch it in other lengths of the cut at local events to get a bit more publicity.

P Dransfield  
Doncaster

Dear Editor

In the latest Bulletin you make an appeal for members views. So here they are :-

- 1 HCS and PFCS Amalgamation. I feel sure that the links that have been forged so far are ideal. It is far better that two separate voices cry out with a common call than the members of PFCS feel that they are being pushed into a union that perhaps they do not want. My own impression is that the PFCS members would be quite willing to keep the Canal Campaign going from their end and work toward Standedge than to try to aim their sights on the Huddersfield Side and not safeguard their own interests.
- 2 On the idea of a boat. I feel sure that if BWB permission could be gained for a TRIP BOAT through the TUNNEL, as they do at Dudley, then the Society could be on to a good thing. On the other hand a boat without the means to pay for its keep is a liability that the Society cannot afford.
- 3 Newsletters/Bulletins. I feel sure that a good production 6 times a year can be worth its weight in the publicity value that it offers when circulated. I realise that it is a hard slog for the editor to push people to come up with the goods, but it is a very worthwhile task for the cohesion of the Society. The more facts/information/snippets that you can find the better.

Well thats off my chest. Keep up the good work, it is appreciated by members as far afield as I.

Roger Squires  
Beckenham

Dear Editor,

The restoration of the Huddersfield Narrow Canal would be of considerable benefit to the waterways, it would join on each side of the Pennines. I therefore think it is worth exploring the possibility of support from both the Peak Forest Canal Society and the Calder Navigation Society in return for which they could be offered the right to nominate a member of the HCS committee. The combined membership must be in the region of 1000 and would add weight to any representations made.

After a period of time perhaps closer links could be forged and it might even be possible to have one society with three sections covering the whole of the waterway from Manchester to Castleford - thus putting a clear emphasis on the missing link in the middle.

It may be that a substantial proportion of PFCS and CNS members have joined because of an interest in their own local stretch of waterway and I do not think it can be taken for granted that they would welcome a merger which involved the substitution of an entirely different objective. I therefore think that the suggested merger of the HCS and PFCS must be a matter for PFCS members to decide. If it is possible to achieve, my preference would be for a wider, if looser, association of the three societies.

R S Wilkinson  
Stoke-on-Trent

Standedge - Rock

The original edible 'Standedge-Rock' will be on sale at York. No one should miss the opportunity of sampling this delectable confection !

Dates for your Diary

- |                   |  |
|-------------------|--|
| August 22nd/25th  | IWA National Rally - York  |
| September 6th     | Surveying Party - Narrow Canal. Please contact Bob Dewey for details.            |
| October 10th      | Meeting in Ashton - Tony Lewery on Boat Painting.                                |
| October 25th/26th | PFCS working party - Forth & Clyde Cana<br>Contact Tim Noakes on Wilmslow 24567. |
| November 21st     | Meeting in Huddersfield (details later)  |

NOTES

# we need <sup>more</sup> members....

Make an effort to enrol a new member – the more support we have, the easier our task becomes.

Membership...	Junior	... ..	50p
	Full	... ..	£1.00
	Family	... ..	£1.50
	Corporate	... ..	£5.00 (minimum)
	Associate	... ..	£2.00 (Voluntary Societies)

To: THE MEMBERSHIP SECRETARY, 3 PUMP ROW, HIGH FLATTS, HUDDERSFIELD.

I/We wish to join the Huddersfield Canal Society

Full name(s) .....  
(Block Capitals please)

Address .....  
.....  
..... Postal Code .....

Telephone number .....

Occupation .....

Amount enclosed: ..... Cheque/Money Order/Postal Order