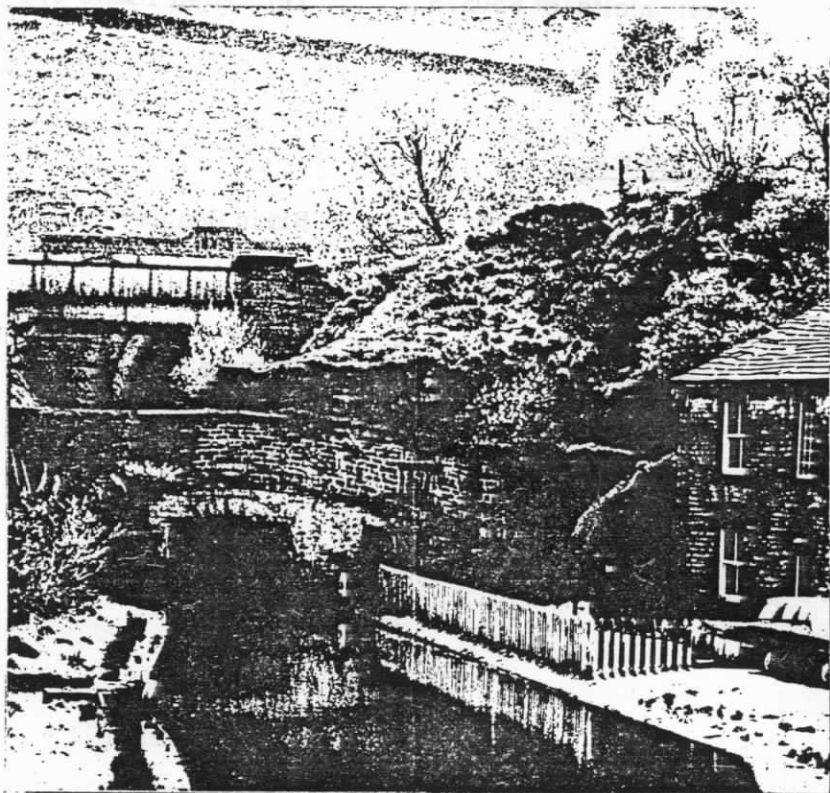


pennine link

The Journal of the
HUDDERSFIELD CANAL SOCIETY

STANEDGE TUNNEL, Marsden



Chairman

John Maynard
29 Thick Hollins Drive
Meltham
Huddersfield

Tel: Meltham 850575

Secretary

Robert Dewey
3 Pump Row
High Flatts
Huddersfield

Tel: High Flatts 596

Committee

Vice Chairman

Treasurer

Membership Secretary

Editor

Publicity Officer

Brian Beagley

Robert Wilkinson

Valerie Dewey

Gerry Greenwood

Chris Griffiths

Jean Greenwood

Bob Lear

Tim Noakes

Derek Walker

Alan West

EDITION No. 3

2, Rossall Close
Coupe Green
Hoghton
Preston.

Dear Fellow Members,

This is your final edition of Pennine Link for 1975 and as you will see contains much copy from non-committee members. Our pleas for correspondence from members have been answered and I take this as an excellent omen for the future of this, your Journal. In fact since Edition No.7 was published, I have received sufficient copy for one and a half journals and have therefore held a little over for the next edition. Keep the letters and articles rolling in.

Finally may I extend Seasons Greetings to all Members and a successful 1976 to The Huddersfield Canal Society.

Ed.

H E L P

We still urgently require a Sales Officer
Offers PLEASE as soon as possible.

ED.

Surveying on Saturday 11th October

As a recent addition to the membership and having offered my limited experience of diving as a possibly useful asset. I was not a little surprised to receive a summons from high places (Bob Dewey) to assist with a surveying party and to go in if necessary, 'if its not iced over by then' I arrived at Aspley Basin at 10.00 wondering what to expect from the leadership of the H.C.S; having been a member of E.C.P, & D.A. for awhile. My qualms were soon dispelled, however, being greeted by John Maynard followed by the arrival of Bob, apparently suffering from the effects of a nocturnal towpath walk the previous evening.

Introductions over. we set about assessing the dimensions of the Wakefield Road blowage. After some interesting methods of measuring and several jazardous crossing, both with and without tape measure, we moved to Lock 1E and the bridge above taking dimensions as we went. We then moved onto Lock 2E where took place the first ever, and I hope the smallest work party on the Huddersfield Narrow. Numbering no more than four or five we cleared the ground paddles and tried to straighten the top gate. Unfortunately we were forced to admit that four manpower does not equal one J.C.B. and directed our attentions elsewhere; firstly to Queen Street South Bridge and then to the local chippy for some well earned sustenance.

The afternoon found us at Lock 5E taking dimensions and then at Stoney Battery Road Bridge, fighting through piles of weed and the odd crayfish, trying to get exact measurements.

We also saw an otter in the heart of Industrial--
Huddersfield, and in broad daylight. It ran within a
foot of us... beat that, but don't ask where it was
we're not telling.

The amount of information gained that day might
might not have been vast, but a little is always supposed
to help, so here's to next time. My first brush with the
H.C.S management was a very pleasant one and I hope there'll
be many more of them.

In concluding this report, I humbly apologise to
the others who were there and whose names do not appear;
I couldn't remember their names. Incidentally, does
anyone know of any of the Huddersfield Narrow 57ft
narrow boats still in existence ? I'd be interested to
know.

John Holmes

From the Secretary

The Society is making quiet but steady progress. We welcomed the 200th member back in September and still the numbers keep growing. It's sad that there still a few renewals outstanding six months. . . please - if it's you, write and tell us why, or just send the money.

With regard to the canal itself, the Greater Manchester Council has now adopted a policy recommending that no further encroachment of the canal be allowed and the society was consulted on a planning application to construct a pipe bridge over the canal at Stalybridge. It is understood that Kirklees are being recommended to adopt a similar non-encroachment policy.

.....

More important however in many respects was the visit of IWAAC (Inland Waterways Amenity Advisory Council) to the canal on October 10th. The group, John Barrett, Michael Render (Chairman & Secretary IWAAC), John Croot, Ken Goodwin (Chairman IWA NE & NW Regions), John Maynard and myself met at Aspley and proceeded to look at various parts of the canal, in order that a report could be made to the full IWAAC in December.

John Barrett was most complementary about the feasibility study which he considers a professional document (he ought to know as he was County Planning Officer of Staffordshire before the dreaded reorganisation) and he felt that we had presented the case very fairly.

Until we reached Stalybridge, he felt that we had an excellent case but he did however make it very clear that a detailed study of the alternative routes through the town should be made immediately we must not sit back on our laurels.

Clearly he was very impressed by the canal and by the studies had made since he first saw our stand at the Shipley IWA Rally in 1974. Let us hope that the report he produces for his Council carries some weight with the Local Councils.

.....

With winter upon us, the Rally season is over but we must not let this be an excuse to slacken our efforts. We intend to press ahead with a working party and surveying group, in the New Year. Volunteers will be needed for both, details will be available in the next Pennine Link.

As a society grows there is a constant fear that members may lose touch with the committee. Ideas, guidance and criticism are always welcome. The contents of the letter from BWB concerning Standedge (published elsewhere) put a temporary halt to the idea of getting a boat but in any case some members seemed to see a boat as a liability. Have we any members who are involved in the Dudley project ?

Bob Dewey

Standedge Tunnel

John Maynard recently contacted B.W.B. regarding the current state of the Standedge Tunnel. His questions and answers are enumerated below.

J.K.M. Are there any blockages in the tunnel that would prevent navigation ?

B.W.B. There have been two falls and through navigation is therefore not possible

J.K.M. Are you proposing to clear these and when ?

B.W.B. Yes, but information is not available as to exact timing.

J.K.M. Would you allow the society to take a boat through when the tunnel is clear?

B.W.B. In the interest of safety, the passage of craft through the tunnel cannot be permitted.

IWAAC NEWS RELEASE.

PRIORITIES FOR CANALS IN CASH CRISIS.

The way ahead for Britain's inland waterways in the present economic crisis is seen by IWAAC as a modest increase in capital expenditure based on a long term maintenance programme. These views are set out in their report 'Priorities for action on the waterways of the British Waterways Board' which was submitted to the Minister of State for Sport and Recreation.

In response to a request by the Minister to examine urgently major issues involved in Government decisions on future waterway policy, IWAAC emphasise that even in a period of economic stringency there is a wide opportunity for recreation and employment on the waterways.

In his letter to the Minister, John Barret, Chairman of IWAAC acknowledges the Ministers awareness of the importance of waterway based industries. 'We know that you are keenly aware that what we are looking at is not a decrepit and outmoded system of oversized ditches but a multi-million pound industry based on a national asset which supports the active recreation needs of more than a million people every year and provides an amenity for many more.'

All in a week's Boating

Log of 'Wayfarer')

Weds: Left Aspley Marina. Bottom pound of Huddersfield Broad dry, had to wait for water. Arrived Wakefield 18.00 and moored for night.

Thurs Broke Port Light on Fall Ing Lock top gate Engine falters while passing barge on approach to Castleford. Engine fails one mile past Castleford strip carb, change plugs, look at mag. points still won't go. Climb shale heap, lift to Fairbirn in Shale lorry. Garage can't help; phones two others that specialize in outboards fitters out, no spare plugs. Lift back to boat in empty returning lorry. Towed one mile to Knottingley; paddled one mile (1 hour) helped by youth swimming. Tow by barge, further mile to Ferrybridge lock. Lock Keeper says local garage sell boats Lift to garage by Tug Captain Garage owner comes back and looks at engine; says mag armeture has gone: two weeks for a new one. Part exchange 2 year old 6 H.P Mercury for mine. Off at last 20.00 hours Bank Doles bottom gate stuck open 21.00 hours Beal Lock 22.00 hrs. helped by small boy, windlass slipped- large bruise on arm next day. Moored for night 22.30hr

Fri: Cast off 8.30hrs Selby 10.00 Garage closed. No mooring, dredgers at work. Derwent mouth 12.00 moored until 14.00 hrs for tide to change, it didn't. Up the Derwent engine packs up, check plugs and petrol O.K. River very Low Cottingworth 18.00 hrs, can't get into Pocklington Canal, too shallow. Go astern into mud on opposite bank get ashore through mus; Walk to lock, advised by Harbour Master to try again 19.)) hrs. Try again out of petrol-fill up from spare, just scrape in, moored for night. Rains hard in night, windows lead, bedding soaked.

- Sat. Rally, rained all day. Clears up in evening. Bed wet. 23.30 (Found screws round window needed tightening. Still leaks but not so bad.)
- Sun. No rain, overcast. Sun came out at end of day, partially dried some bedding. Distant thunder at 19.50 hrs.
- Mon. Cast off 9.30 hrs. to get H.W. below Cottingham lock. Up to Sutton lock for visit before bottom gates fitted. Back down the Derwent very fast on ebb tide, lots of weeds, debris and shoals. Moored at Derwent mouth in Ouse and had lunch while waiting for flood tide. Cast off 14.30, Selby 16.30. Lock keeper off duty. Locked through after getting ashore through mud. Moored for night. Overcast most of day, little sun in afternoon, Bedding dry at last.
- Tues. Cast off 9.00 hrs. Engine trouble, oiled plugs, cleared it. Haddlesey Flood lock closed - 1" level difference. Helped at Bank Dole by two men from factory. Engine trouble again after Woodnook lock. Passed by barge. Had to wait at Fall Ing Lock for barge to lock through. Wakefield flood lock closed, helped through by crew of barge after great difficulty. Moored at Horbury for night.
- Weds. Set off 8.00 hrs. just behind two coal boats that had been moored up stream of Horbury Bridge. $\frac{3}{4}$ hr. wait at Thornhill Double due to low water stopping barges entering lock. Moor up at Aspley 16.45 hrs.

Saturday the 13th September presented us with a problem. A water festival at Coventry and a local festival at Marsden. So with the judgement of Solomon we split the exhibition stand in two, Chris Griffiths taking one half to Coventry and the other half going to Marsden. The next problem was to find someone to man the stands at Marsden (the chairman Secretary who were going to do this having let the side down by being on holiday that week). Luckily we were able to prevail on two non-members David Finis (who was already involved in the Festival as a member of the Colne Valley Society) to take charge of the stand. Our thanks to Mr. and Mrs. Watson and Craig for giving up a Saturday.

Our stand attracted a lot of attention, some of the Feasability Study were sold and a number of other items. A lot of questions were asked and a lot of information given by locals who remembered the canal when it was in use.

These local events are very important to the Society even when they are not water orientated as they get us known to local residents along the cut and we hope their support. And it is this local support that we want when negotiating with local councils for they are the rate payers and electors.

Do you know of any events in the village or towns where we can show the flag? if you do please let us know, **your** committee cannot be everywhere. Also can you help to man the stand at such events? It is a poor show when we have to rely on non-members.

P.S. on the National Rally

I would like to thank all those members who showed up on the stand at York. I am sorry that I did not meet you all but I did want to see a bit of the Festival myself. A special thank you to those who helped on the stand. It was a bit of a panic not knowing who we were going to get but it worked out all right in the end, but it may not next time. Talking of next time. NEXT YEAR IT IS AT PETERBOROUGH, as you probably know already. What about helping on the stand ? will you be going ? by car, train or boat. Will you help ? Don't leave it to the other chap he might not be able to get there next year. Please let Chris Griffiths, Bob Dewey or myself know if you can help, even an hour while someone goes to lunch after all it is your Society.

J.K.Maynard

Letters to the Editor

Dear Ed,

Following on from the account of Mark Blackstones journey from Dale Street to the National Rally at York, which was indeed a quite an achievement I was on the Ashton Canal in September, and while moored at Dukinfield awaiting the return of the fish and chip party, got into conversation with some B,W.B. workmen at the Junction of the Huddersfield Narrow.

It seems to me to be a popular misconception that BWB workmen are all itinerant labourers who have no interest in the canals other than to do enough work to get by and receive their wages at the end of each week.

In addition most employees I have spoken to seem to possess a great deal of local knowledge and are in general, sympathetic to the aims and aspirations of Societies such as ours. However, the journey of Mark Blackstone eventually cropped up, and the men described how they had assisted his progress, and inevitably the tunnel was mentioned. The leader of this particular team was very familiar with the tunnel, apparently it being his task to assist the boat through on the now infrequent inspections. It seems there are two roof falls, one being quite serious, the fallen rock protruding from the surface but not prohibiting its passage, there being a statutory obligation to ensure its progress.

I asked what no doubt thousands of other people have asked, why on earth BWB have never allowed, or even considered allowing a boat such as Dudley Trust use to take parties through and thus make a handsome profit.

Apparently, it is only recently that the roof has become friable to the extent that collapses may occur, and the feeling was that it would have been feasible to allow accompanied parties through some years ago, but the B&W hierarchy decided against and have continued to do so.

When I last walked through the adjacent sisused Standedge railway runnwl, I counted, I think 34 connecting passageways from one railway tunnel to the other, the majority of which gives access to the canal tunnel as well.

This being so, I would have thought that it would have been safer to navigate Standedge than a conventional tunnel with no connecting passageways. I mentioned this to the B&W workman and he agreed, remarking that this opinion had been conveyed to their superiors, with the inevitable result of course.

Two things stick in my mind; One was that when navigating through, the boat seems st stand still, and the walls appear to be moving, which he described as uncanny, and quite unlike the passage of a normal brick or stone lined tunnel.

The other was that, weekend after weekend Summer and Winter coach loads of enthusiasts come from all over the country just to view the respective ends of the tunnel, and the great bulk of moor beneath which it burrows.

All canal enthusiasts know that B&W could ask virtually any figure they liked as a fee, and people would STILL be queueing to go through, weekend after weekend.

Summing up as I see it:

1. There is a good road access to each end of the tunnel.
2. There are many escape passages in the event of a serious roof fall or other accident.
3. The problem of Engine smoke is now minimised with the use of diesel locomotive.

On the Debit Side:

1. The bore is indisputedly very wet and waterproofs would be essential.
2. The jagged protruding rock might be a hazard to elbows, fingers and even heads in places to the upwary, but people would be going through at their own risk anyway.
- 3½ As far as the roof fa;;s are cncerned. a day boat would not draw a great deal, and enough rock could be removed to give a passage fairly easy. I would have thought. There would certainly be no lack of volunteeers

If there is a genuine and valid reason why the tunnel cannot be used, perhaps B&WB can be persuaded to publish it in simple every day language such as we simple ordinary enthusiast can understand.

Yours truly

Roger Webb

'Standedge or Stanedge'

The Standedge vs Stanedge' controversy seems to be snowballing. Martin Grey of Stourbridge sent me a copy of a letter published in Waterways World in December 1974 insisting that the true spelling is Stanedge. Copy of this letter below.

'Stanedge or Standedge'

I must draw your attention to the prevailing mistake repeated in your excellent journal in September, of spelling the name of our local moorland Stanedge incorrectly. It is not Standedge. The error is due to a mis-spelling in the Ordnance Survey map of 1843 and copied in all later editions, hence by all writers unfamiliar with the district. The name comes from 'Stan' meaning stone plus 'edge' the stone edge which those who know the area, recognise as an apt description¹. It is also pronounced locally 'Stanedge' there is no intrusive 'd'. May I ask that you set a lead to other by spelling the name correctly in any future reference to Stanedge Tunnel.

Mrs. L. Gough
Ashton-under-Lyne

Bernard Barnes of the Saddleworth Historical Society however disagrees.

Saddleworth and Huddersfield writers have insisted on using the spelling Stanedge e.g. W.B. Crump : Huddersfields Highways alledged that the corrupt spelling Standedge arose from a transposed letter on the First edition Ordnance Map; reading standege. Stanege is the logical spelling indeed the earliest recorded mention in the late 12th century was to Stonegge and in 1272 to Stanegge deriving from the old English meaning a stone edge or escarpment.

However the spelling Standedge was not perpetrated by the Ordnance Survey. In the Saddleworth Church Register the version was already in ude by the early 1750. The 1792 Act for building a turnpike road through Saddleworth referred to A road from Stand Edge. The minutes of that meeting of the Turnpike Trustees belonging to this period hand written by Saddleworth refer throughout to Standedge.

A.H. Smirh in his Place Names of the West Riding of Yorkshire describes how the letter 'n' often becomes 'ND' in West Riding Names and he goes onto quote a number of examples including Standedge.

Bernard Barnes

1-17-71

we need members
the effort to get a new member - the effort to get a new member - the effort to get a new member

1-17-71

2-2

7-17-71

1-7

1-7

D.C. Smith
1-7-71

we need ^{more} 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

u v @
x 8.