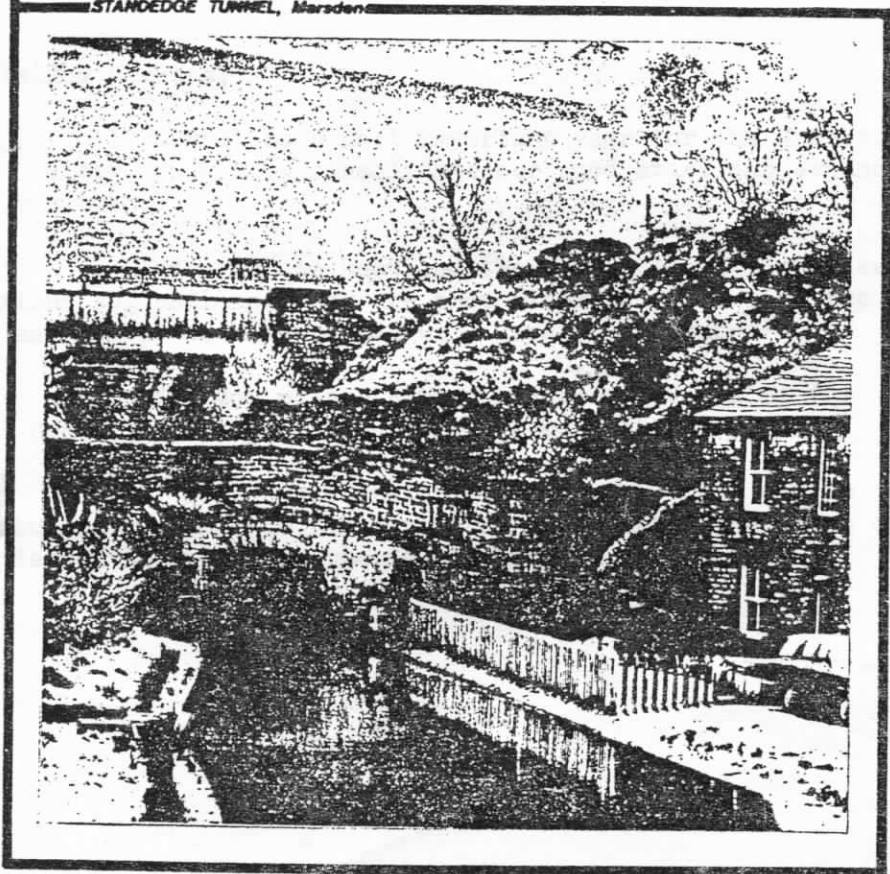


pennine link

The Journal of the
HUDDERSFIELD CANAL SOCIETY

STANEDGE TUNNEL, Marsden



EDITIC: No 9

2 Rossall Close
Coupe Green,
Houghton
Preston

March 1976

Dear Fellow Members,

1976 will be a most important year for The Huddersfield Canal Society, as we now consolidate our good start and expand our activities.

Please let me know and the committee of your views on various suggestions they are proposing for furthering the cause and I hope as many people will lend active support.

Will you please note the date and venue of the Annual General Meeting, let us have a record attendance.

I should also point out that the views of the contributors to 'Pennine Link' are not necessarily the views of committee or in line with the Society Policy.

ED

Chairman

John Maynard
29 Thick Hollins Drive
Meltham
Huddersfield

Secretary

Robert Dewey
3 Pump Row
High Flatts
Huddersfield

Tel: Meltham 850575

Tel: High Flatts 596

Committee

Vice Chairman

Brian Beagley

Treasurer

Robert Wilkinson

Membership Secretary

Valerie Dewey

Editor

Gerry Greenwood

Publicity Officer

Chris Griffiths

Jean Greenwood

Bob Lear

Tim Noakes

Derek Walker

Alan West

NOTE: It is understood that certain members of the society have walked through the Standage Railway Tunnel. The Society would emphasise that this constitutes a trespass on British Rail Property and as such the Society does not condone it.

The Ease Pennine Transport Group, however invite members to a walk through with British Rail permission. It is likely to take place on a Saturday on late April or in May. Cost likely to be £1.25 including travel from Huddersfield and insurance.

Further details from

John Moxon

16, Spring Street,

Marsden, Huddersfield - Huddersfield 844434

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From the Committee:

It was decided that a series of projects are needed for the next year or so.

- 1) The listed warehouse at Aspley Basin. The Secretary is finding out from Kirklees whether they would let the Society use it as a headquarters/workshops etc., in return for putting it into a reasonable state of repair.
2. Surveying party: first priority to survey Stalybridge and report on the route which we suggest the new canal should follow (includes getting accurate levels on the river).
- 3(Working parties (see elsewhere) agreed this should be concerned to improve the appearance of the cut and towpath e.g. pruning painting and removing only the worst eyesores, aim to show how the canal can look.
- 4) Slipway suggestion to create slipway for trail boats agreed ? but where can we find a friendly landowner?
- 5) Trail boat rally - to follow on completion of item 4

ADVERTISE:

2 persons (pref one of each sex) required to make up a party of six for one week cruise in March on the Trent & Mersey/Macclesfield Canals 20-27th March - on 50ft Willow Wren Boat (not camper) from Middlewich - please contact Tony Whitworth Runcorn 63411 ext 264 (daytime)

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Our international member from Canada - an ex-patriot from Colne Valley asks: Does any members know if any of the old wells in the valley still exist (he quotes Linthwaite Clough, Crimble, Wellhouse). Also he remembers the old fashioned steel ranges - oven on one side with hot water boiler on t'other and fire in between. He'd like a photograph of one and will pay for the film plus £1 for the trouble.

Details to: George S. Brown
23 McClary 7
London, Ontario
Canada

Secretarys note - perhaps we'll find a range in the cut somewhere - whats the air mail on a ton of iron?

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ANNUAL GENERAL MEETING

The second annual general meeting of the Huddersfield Canal Society will take place on 2nd April 1976 at 8.00p.m. Ashton Town Hall Supper Room.

Change of Membership: Suggested Life Membership £15 (to be proposed at AGM - anyone interested.

(4) IWAAC News Release
HUDDERSTFIELD NARROW CANAL - Huddersfield to Manchester.

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The Inland Waterways Amenity Advisory Council had studied the preliminary feasibility study supplied to them by the Huddersfield Canal Society.

The Council have suggested a 3 Point Charter for this 20 r transpennine waterway, which they feel would emphasize the exciting possibilities whilst confirming the necessary limitations which they have adopted for the remainder waterways...in their report to the Minister of State Priorities for Action on the waterways of the British Waterways Board.

- 1) Stop Rot: The Council have adopted the principle that nothing further should be done which would be contrary to the Canals ultimate restoration. This should become a firm and formally adopted policy by the interested local authorities and the British Waterways Board.
- 2) 'Take the chance that comes' Where work has to be carried out on this waterway - such as replacing culverts, repairing locks or dealing with the problem of bridges- the opportunity should be taken to carry out this work so as to benefit the restoration prospects of this waterway.
- 3) 'Plan for the Future' - Future joint discussions by all interested parties should not rule out the long term possibility of restoring this waterway to through navigation. This would be an attractive element in the development of the South Regional Park and for Local recreation in the two conurbations of Greater Manchester and West Yorkshire

(5)

THE DIVERSION OF THE HUDDERSFIELD NARROW CANAL AT DIGGLE

During the preparation of the Local Interest Trail on the Saddleworth section of the Huddersfield Narrow Canal, a visit to Diggle led to the realisation that remains of a disused section of the canal might still exist in the area.

It was already known that the Standedge Canal Tunnel had been lengthened in 1894 when the double-tracked railway tunnel had been opened, but it had been assumed, by the writer, that the line of the canal as it left the original tunnel had always been where it exists to-day.

Members of the Industrial Archaeology Section of the Society visited the area on the 21st September 1974 to give an opinion on the remains.

The evidence was as follows:

1. The style of the arch of the bridge carrying the railway over Diggle Brook, opposite Kiln Green, was very similar to the architectural style of other bridges on the canal.
2. Clearance of the undergrowth above the bridge revealed a section of what appeared to be canal wall masonry. The layout of the area, with wet, marshy ground behind this wall, resembled that of a canal aqueduct.
3. An area on the railway side of the track leading to the Diggle 'Bus Terminal' looked very much like an empty stretch of canal. Water here stood over a foot deep and a soundly built stone wall looked as though it could have been a canal wharf at one time.

Old maps of Saddleworth were now inspected in detail and it was realised that that had been found was the original line of the canal through Diggle.

(6)

The 1820.21 map showed that two canal basins existed in the area near Diggle Bridge prior to the building of the Huddersfield and Manchester Railway in 1846-49. The bridge that we found over Diggle Brook was the old canal aqueduct and the original line of the canal had run under where the disused (South Bound) platform of Diggle Station stands to-day.

The first edition Ordnance Survey map, 6" to the mile (1848) in addition to showing the first railway line also showed that one of the canal basins had been extended widthways to carry the railway and the realigned canal. The diverted line of the canal was to the west side of the railway but the original mouth of the Standedge canal tunnel was still in use. A disused section of the canal with the second basin was clearly shown on this map, and this represented the part we had found during our visit in September.

The 25" Ordnance Survey Map (1965) showed the bridge we had examined, together with the short section of what we now knew to be the disused canal. This latter section was indicated on the map as a 'Pond'. This map also showed that the canal tunnel had been lengthened by over 200 yds by covering in the diverted line of the canal. The second canal basin, showed clearly on the first edition O.S. map, had been filled in and used for railway sidings.

The sequence of events was now becoming clear. When the first single line railway tunnel had been constructed in 1846-49 on the east side of the canal tunnel, it had been found necessary to divert the canal. This diversion, together with the projected line of the first railway line is shown on the map.

A second single-line railway tunnel was then constructed in 1868-70 but as this was driven to the east side of the first railway tunnel, no further alteration to the canal layout was required. Canal barges were used to remove spoil during the boring of both of these tunnels, cross tunnels being provided between the railway and canal tunnels at regular intervals..

(7)

cont'd....

This arrangement was adequate until the railway was widened to four tracks, and the third double-tracked tunnel was built in 1890-94. Because this new tunnel was driven on the west side of the canal tunnel, the new double line tracks had to be brought across the diverted line of the canal in an awkward curve. The canal tunnel was extended by some 220 yds to accommodate this new layout, and the swing in the railway tracks as they leave the double-line tunnel can still be seen today.

The Industrial Archaeology Socy of the Society intend to visit the area again in winter. Interested members are invited to contact the Section Leader Mr. John Buckley or any members of the Committee for further details.

David Chadderton

(Extracts from the Saddleworth Historical Society Journal 1974

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LETTERS TO THE EDITOR:

I venture to suggest that whilst restoration of the Narrow Canal is not short term, maintaining the Droad Canal is an everyday occurrence and the Society should be offering BMB positive assistance. One aspect that could improve things would be the replacement of what must be the most ineffective aid, namely the perpendicular extensions to the balance beams on several locks.

Similarly on the Lancs. side, when relationships permit restoration of the short Ashton stub at Dukinfield Both items would strenghten existing links in the narrow Pennine Chain and would offer a firm base on which to add other sections

Signed ..Mark Blackstone London.

As a new member of the Huddersfield Canal Society, I was interested to read in Edition 8 The Log of 'Wayfarer'. My family and I live at West Haddlesey which is on the River near the Selby Canal entrance at the South end.

(8)

continuation.....

We have a 23ft. Norman Canal Cruiser, which unfortunately has been perched on our land at the rivers edge for over a year. Three years ago we moved to West Haddlesey so that we could move our boat from the Selby Lock and have it available at all times. However, the old farm house needed (and still needs) so much doing to it that we haven't had time to sail at all.

When we eventually become waterborne once again we intend to visit the Huddersfield Canal and look forward with interest to the developments of the canal.

Signed: Peter Roff - West Haddlesey.

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Memories of the Huddersfield Narrow Canal - George S. Brown, Ontario, Canada.

I was born and raised not a hundred yards from the canal just below Wellhouse. As children we used to play alongside the canal and catch roach, gudgeon etc , which we used to sell to the local anglers at one penny each. They used the fish as bait for pike. The canal was also very popular with swimmers.

When barges used to come up the canal, we would get a ride anywhere as far as "Tunnel End" and then cycle back. It would be wonderful if even one of these old boats has survived.

The bank was a favourite spot for walks particularly in the evening up to Marsden Tunnel End for a drink.

There were wells, I remember at Wellhouse Green, Radcliffe Road, Crumble, Louthwaite Clough which we used to delight in drinking from.

I f any member knows of anymore I would be grateful to hear from them.

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Lets have some more memories from readers nearer home and my thanks to Mr. Brown for his reminiscences.

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I.W.A. AGM November 1975

Clive Parker of Harrogate has submitted the following report which he feels will be of interest to many members.

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As few members would have been able to attend the IWA National Annual General Meeting in London (Nov), the following report may be of interest:

"The sixteenth Annual General Meeting of the I.W.A. was held in London on November 29th 1975. About 100 members were present, and Capt. Lionel Munk was in the chair. The meeting got off to an ominous start when the Councils report was rejected by a Majority of those members present. It was only on a count of the proxies that the report was accepted. National Council did not attempt to find out why so many people had voted against them.

After approving the Income and Expenditure Accounts for the previous year; The result of the ballot for three vacancies on Council was announced. Charles Hadfield and Graham Palmer were re-elected and Alan Row was elected to the council.

An address By John Heap, Chairman then followed. Mr. Heap described the difficulties we may be facing in the future if the Anglia Water Bill is passed, for this will set a precedent for other Water Authorities to follow. Mr. Heap also noted with regret the increased boat licence fees, and hoped the British Waterways Board would be more vigorous in chasing dodgers. Reference was also made to B.W.B. plan to keep track of boats mooring places and /or regular launching sites.....

cont'd over.....

continuation of Mr. Parkers report.....

After this address, we were then allowed approximately two minutes for any Other Business, points raised were the lack of insurance cover for people running rallies, and an expression of disappointment that the TMA still regards all its members as boat owners. After this A.O.P. was absolutely out there in a state of the fact that many members still had doubts to raise. Question time then followed. Again this was very severely cut back to a few minutes, during which the statement was made by our Founder Robert Alderman, explaining that he had been unwilling to close the meeting but that the invitation had subsequently been withdrawn for no apparent reason.

Robert then gave us a grave warning that hard battles will still have to be fought to retain our Waterways as we know them today. The meeting was then closed as tea was ready.

The feeling of a large number of people who had gone to London for the AGM was that they had wasted their time and more, as the Council had made no attempt to find out what the Members think.

We hope it will be better next year (Mr. Parker)

(11)

AT LAST ? A WORKING PARTY

Saturday and Sunday the 10 and 11th April will see the Society's first major working party.

Activity will be concentrated in the Slaithwaite and Milnsbridge areas and will mainly consist of rubbish clearance, towpath repairs and general landscaping work.

The operation is envisaged more as part of our publicity campaign that a major step towards restoration but we hope that the results will have some immediate benefit to walkers and anglers, as well as improving the canal's environment.

In order to gain the maximum publicity possible we are hoping for a large turn-out of volunteers.

PFCS Mobile will be bringing their equipment and experience from Manchester, and workers are expected from other parts of the country. However, it is important that we have a large turn-out of our members especially of those living in the area of the canal. **c.:** that means YOU - YOUR SUPPORT IS ESSENTIAL!!!!!!!!!!!!.

In addition to the work outlined above, we hope to have our exhibition stand on site and volunteers are also required to man this; so there will be your first real opportunity to participate directly in the campaign - DON'T MISS THE CHANCE.....

(12)

In order to plan our work for the weekend, we need to know the number of volunteers we can expect.

So, if you are interested in working, please write AS SOON AS POSSIBLE (enclosing S.A.E) to:

Chris Griffiths
4, Fairfield Court
STAFFORD ST16 3HH

Accommodation is being arranged for those who require it.

Further details can also be obtained by phoning
TIM NOAKES (WILMSLOW 24567 or CHRIS GRIFFITHS
STAFFORD 44413

D O N ' T F O R G E T :

APRIL 10th/11th - WE LOOK FORWARD TO SEEING YOU

Chris Griffiths,

P.S. Does anyone know of a source of ash, shale or similar - suitable for towpath surfacing.
If so, please contact Bob Dewey as soon as Possible.

BOB DEWEY HIGH FLATTS 596

An appeal from the Editor:

we still URGENTLY REQUIRE A SALES OFFICER

This is our third appeal for help, if there is anyone interested, please contact Chris Griffiths or the Editor.

Should you require details of what this job entails I am sure a telephone call to Chris Griffiths will supply you with all the information you require.

So PLEASE Members may we have some applications.

DATES TO ENTER INTO YOUR DIARIES NOW!!!!!!!!!!!!!!
then you won't forget.....

ANNUAL GENERAL MEETING
2nd April 1976 at 8.00p.m.
to be held at
ASHTON TOWN HALL SUPPER ROOM
ASHTON.

WORKING PARTY:

Slaithwaite & Milnsbridge areas
Saturday and Sunday 10/11th April 1976

Don't forget accommodation will be
provided if necessary

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