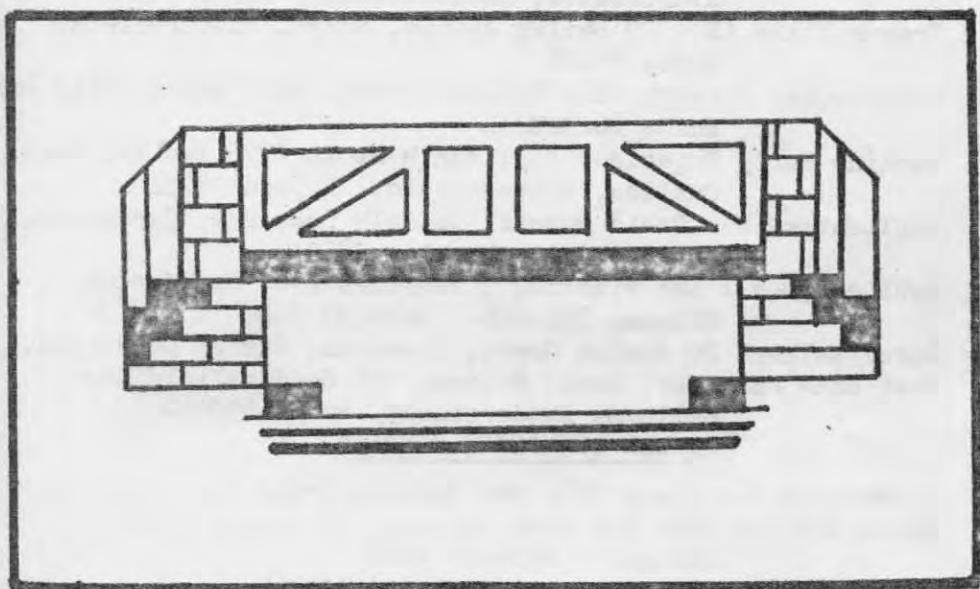


pennine link

The Journal of the
HUDDERSFIELD CANAL SOCIETY

SEPTEMBER 1978



The old wooden footbridge over the canal at Portland Basin, Ashton-under-Lyne. It was replaced by a steel bridge in June.

Design used for the Tameside Canals Festival 1978 plaque and brochure, by Ron Buckley.

HUDDERSFIELD CANAL SOCIETY

W = West

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E = East

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The opinions expressed in Pennine Link are not necessarily
those of the Editor nor of the Society.

LIVE NEAR THE CANAL? COME ALONG TO YOUR NEXT
WEST OR EAST MEETING. See diary, back cover, for details.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

Number 24

September, 1978

Editor: Mrs. Diane Charlesworth
Typing: Mrs. Ivy Lodge & Co.
Duplicating: Mr. David Sumner
Collating and Distributing: East Side Members

EDITORIAL - Press date for the next Pennine Link is 12th October, to collate on the 26th October. Please see diary, back cover.

Boat Lane continued from last issue

Since our walk up Boat Lane from Diggle, there has been a completely different twist to what we thought may be Boat Lane at the Marsden end. Howard Bamforth, the Colne Valley Society's footpath expert, telephoned me after reading the last Pennine Link to tell me about a bridleway he has found on the 1854 Ordnance Survey map, which has since been missed off the more recent O.S. maps.

The bridleway starts by ventilator shafts, near the Great Western pub and cuts across the moor passing the ruins of Short Grain House, joining the ancient pack horse trail up Willikay Clough. This trail, which has been used for centuries connected Rochdale with Marsden, but now runs from the Huddersfield/Rochdale Road(A640) down to Marsden via Close Gate Bridge or Eastergate (an original pack horse bridge and ancient monument) and Tunnel End.

The day Howard, myself, and my elder son Mark arranged to walk the bridleway turned out to be appalling, but Howard managed to go on his own on a better day. He told me there are no visible signs of the path, but the route, followed by using a copy of the 1854 map and a compass, conveniently crossed the streams at easy fording places. So, food for thought, Howard and I formed a theory. Unless some written evidence comes to light, it will have to remain a theory, but it makes for interesting discussion. See the next issue of Pennine Link.

Diane Charlesworth.

CHAIRMAN'S REMARKS

The Tameside Festival has been and gone and a great success it was. Congratulations to everyone who took part, especially the Festival committee; it made the Huddersfield Festival of last year look very small. And we thought that was a success! The trouble is that even more will be expected of the next one. I was very pleased to meet so many members that I had not met before. In spite of the success we still need more helpers at these events to make public and man (persons) the stands. We lost a lot of money through not having enough people to man the gates. We need volunteers from local members to help run the next festival so as to take the load off the hard-pressed committee members; as they should be using all their efforts in running your society.

We have also had our working party on lock 1E; least said soonest mended. Some work was done but where was everyone? We are asked why we do not run working parties, but when we do, very few people turn up. Who is at fault? Don't you want them, or do we not advertise them sufficiently? Please let us know. (as it happened it was just as well, as due to "an administrative error" some of the equipment did not turn up). Anyway thanks to the gallant few who did come. We are starting to clean up the cranes at the Polytechnic in Huddersfield. Details of dates and times from East Side Committee members.

We seem to have achieved our initial objective of stopping the rot of "official vandalism". Your committee is now in the process of deciding our objectives for the next few years. This is very important as the future of the canal and the Society depends on it. If you have any ideas, we should be pleased to hear from you.

Finally to those of you who have had your holiday, I hope the weather was kind - and to those who have not yet been, the best of luck! At least we have not got a water shortage this year.

John K. Maynard.

LIVE IN THE MIDLANDS? CONTACT DEREK WALKER -
his address is inside front cover.

RESUME OF COMMITTEE MEETING27th June 1978, Tollemache Arms, Near MossleyCorrespondence: dealt withDiscussions and reports:

Further report from Trevor Ellis re Huddersfield Broad
Treasurer's report

I WALK: great success - see page 11.

Tameside Festival: further requirements.

Working Party: lessons learned - see page 13.

Availability Exhibition Stands: report by Chris Farrar.

Suggestion (sales): HCS carrier bags.

Chris Farrar reported on reading Bob Wilkinson's thesis
on alternative materials for lock gates.

Derek Walker's last meeting before moving to Birmingham -
thanked by Chairman.

Action to be taken:

To approach Calder Navigation Society (CNS) re membership
Chris Farrar to draw up scheme for stand and report on
cost.

Clodagh Brown to be asked to produce second set display
boards

Jean Buckley to investigate HCS plastic carrier bags.

Special meeting to be held re future policy of HCS.

Lock gates investigation: letters to Pilkingtons, Shell,
and to liaise with Polytechnic.

Obtain literature re addressing machines.

EAST SIDE MEETINGCommercial Inn, Slaithwaite, 8 August 1978

The greater part of this meeting was taken up by the
showing of some superb slides, taken by Society members.
It really is surprising how much of the canal is situated
in rural or semi-rural surroundings. On film this comes
over particularly well. I could not, however, grasp the
significance of the giant white rat, wearing Bob Dewey's
boots and drinking beer through a straw outside the

Diggle Hotel. At the next meeting (see diary) John Maynard will be showing his cine films of the Tameside Festival. Try and get along, you will enjoy it.

Points discussed at the meeting included progress on the cranes at the Polytechnic and the 'Canal Room' at the "Shoulder of Mutton", Slaithwaite.

David Milson

WEST SIDE MEETING

Held on 8.8.78 at the Tollemache Arms, Mossley

West Side members have decided to make their meetings more formal and appointed Peter Freeman as Chairman and Audrie Kinnear as Secretary. Other west side members are requested to nominate others or volunteer themselves for other committee positions at the next meeting.

Items discussed were Northend, Stalybridge - meetings to be arranged with planning officers and councillors; Standedge Tunnel, progress to be urged upon, Alan Pollitt offered help with future trip boat; Mossley report, a sub-committee to be set up with objective of producing a report on this area, and to this end various contacts to be made with interested parties.

CANAL CARD COLLECTORS' CIRCLE

Allen K. Robinson of 56 Henley Avenue, Dewsbury, West Yorkshire, WF12 OLN - Tel: Dewsbury 462875 - has formed

PROPOSED CLASSROOMS AT ASPLEY

The Huddersfield Polytechnic recently sought planning permission to erect temporary classrooms on the site between the warehouse and the new building at Aspley. This was the site of the Huddersfield Canal Festival last year. The Society made comments on the proposal drawing the planning officer's attention to the danger of siting the classrooms on the coping stones along the canal edge.

A second phase of the proposal for landscaping of the site will make this a most attractive area.

Planning approval was given on 21 July for a period of three years. I understand that during this period it is hoped to build the next phase of the redevelopment to remove the temporary causeway across the canal by lock 1.

Robert Dewey

Pictures, preferably black/white line drawings, needed for front cover of Pennine Link. Please contact editor.

The following letter was received from D & J Tomkinson of the Hunters Tavern, Acres Lane, Stalybridge.

Dear Sirs,

You will recall that we purchased from you a stuffed Diggle who you claimed to be Napoleon Diggle. We find that this is not so and write to inform you that it is, in fact, Aloysius Diggle III.

We are much concerned with his look of reproach and pain, and we can only assume that his preservation process went wrong somewhere.

We do not object to you stuffing your Diggles so long as it is done in the proper manner, but if it comes to our notice that your methods are unethical, then we shall

have no alternative but to contact Diggle HQ at Mumps.

MEMBERSHIP

I am pleased to welcome the following new members to the society.

- 418 Beryl Dobbins,
 - 419 Jean Wrigley,
 - 420 Mr. and Mrs. Kenneth Hickson,
 - 421 Glyn and Marion Baxter,
 - 422 B. Simpson,
 - 423 Jean Griffiths,
 - 424 Adrian Kirsten,
 - 425 Richard Brunstrom,
 - 426 Micklehurst Residents Association,
 - 427 Bernard and Doreen Taylor,
 - 428 Peter Wright,
 - 429 David E. Evans,
 - 430 Donald Mc Callum,
 - 431 Ian D. McFarlane,
 - 432 Robert A. Goldsbrough,
 - 433 Geoffrey R. Brearley,
 - 434 Paul R. Stead,
 - 435 John H. Bamforth,
 - 436 Robert M. Trott,
 - 437 Stephen A. Ashton,
 - 438 Michael S. Joy,
- Manchester.

Please remember to inform me if you change your address. Mrs. Janet Fielding has not done so, does anyone know it?

Some of you may have seen a reference to this society's membership in "Navvies" which said that our membership was less than 200. The actual figure at 14.8.78 was 316, counting all classes of membership as 1 (although about one $\frac{2}{3}$ of these are family members representing 2 or more people). As you will see from the lists published in Pennine Link, 1978 is proving to be the best year yet for recruitment. Nonetheless, please continue to spread the word and keep the new applications puring in.

Valerie Dewey

(See fron cover for membership secretary's new address.)

TAMESIDE CANALS FESTIVAL 1978

The above festival which took place on the weekend of 29/30 July at Portland Basin, Ashton-under-Lyne, was a great success. The crowd over the weekend was estimated at between 12,000 and 16,000 all of whom seemed to have a very enjoyable time.

The horse-drawn narrowboat "Maria" provided trips along the Ashton Canal, each trip being booked up several hours in advance. The beer (7 kinds!) was provided by "Campaign for Real Ale" (CAMRA) and they managed to sell 25 barrels over the weekend.

The various canal societies attracted a large amount of interest and some new members. There were also exhibits of canal ware, corn dolly making, clog making, and by canal artists! Entertainment was provided by brass bands, a pipe band, morris dancers and various children's entertainers.

On the Saturday evening people were able to enjoy a barbecue and be entertained by folk singers. Additional entertainment was given on the Sunday by a tug-of-war contest - over a section of canal!

The official opening of the Festival was carried out by The Mayor of Tameside, Councillor Greenhaugh, accompanied by two local MPs Mr. Tom Pendry and Mr. Robert Sheldon, Mr. John Freeman of BWW, Mr. John Taunton of IWA, and Sir George and Lady Kenyon, the Festival Presidents. During the opening ceremony a letter from The Mayor of Kirklees was handed to The Mayor of Tameside - the letter having come by canoe from Huddersfield along the Huddersfield Narrow Canal.

The money raised from the Festival, over £1,000, will be split between the organising societies - Huddersfield Canal Society, Peak Forest Canal Society, and Inland Waterways Assasiation.

Les Winnard

Tameside Canals Festival Raffle - Prize winning numbers

1. 14601	6. 17742	11. 06921	16. 02523
2. 17743	7. 18569	12. 16436	17. 07920
3. 14819	8. 24632	13. 15187	18. 02302
4. 16775	9. 10039	14. 11942	
5. 01060	10. 14340	15. 16774	

B.W.B. O.K!

Officers of the British Waterways Board must surely be in an iniquitous position. Hard up and subject to political frustrations, and committed to the care of a Minister for Sport!) The Board has, on the other hand, to suffer complaints because of the backlog of maintenance and statutory limitations placed on it.

Early in the year when plans were being made for the Tameside Canals Festival, BWB were faced with water supply problems on the Cheshire Ring. BWB took the trouble to explain the situation to the Festival Committee; one officer called at one of our meetings. Subsequently, BWB were able to make alternative water supply arrangements.

The old sagging footbridge at Portland Basin was replaced in time for the Festival (thankfully, in view of the 14,000 or so people who crammed the site), and BWB tidied up the area. We understand that some work nearby was postponed in order that the water supply was not affected over the weekend.

The Festival Committee thank BWB staff - particularly those under the Wigan and Northwich areas - for their co-operation towards making Tameside Canals Festival one of the most successful events to be held in recent years.

Peter Freeman

B.W.B. ANNUAL REPORT(Extracts) mentioning Huddersfield Narrow

- ' The Board are again pleased to report that much valuable work was carried out on the waterways by many volunteers. Canal societies and similar bodies were concerned with works the Board could not otherwise have undertaken because of limited financial resources or other constraints.
- ' On the Huddersfield Narrow Canal difficulty was experienced early in the year ensuring continuity of water supplies to industrial users following rock falls in Standedge Tunnel. Major repairs were carried out to the tunnel during the year and further work is planned.

CRUISE ELECTRIC

A week before the Tameside Canals Festival, Chris Kelly of Waterways Recovery Group and I drove to the Bridgewater Canal at Sale, Manchester. Moored alongside was "Electra of Ensworth". We were welcomed aboard by Rear Admiral Percy Gick and his wife.

"Electra" is an electric powered version of the 8 metre long Trentcraft cruiser built by Davisons at Long Eaton. In 1975, Ensworth Shipyard built a luxury all-electric motor boat for a Middle East customer. This turned out to be a great success. Percy Gick is the Chairman of this shipyard, and in 1977 he met Derek Davison. "Electra of Ensworth" was born.

Propulsion is by means of an 8 HP rated electric motor operated by a 48-volt system. Steering of the Trentcraft is from a front cockpit, with the motor taking up a surprisingly small space underneath. This means that the prop shaft is thus virtually the full length of the boat beneath the floor panels.

Power for the drive is stored in 16 6-volt Oldham batteries located beneath the seats on either side of the cabin. This number of batteries provides enough power for about 25 miles of cruising. Re-charging is simply a matter of plugging into an ordinary 13 amp socket overnight, usually a canalside pub, cottage or boatyard. If the idea catches on, provision for recharging points along the canals could be carried out fairly easily. At present an electricity meter is fitted to the boat so that you can calculate how much to pay for your electricity.

After suitable instruction we took over the boat to take it on its last stage of the journey to the Tameside Festival. Various crews had already brought it from the River Thames. Unusually, the Admiral had been refused charging facilities the previous night. The Bridge Inn told him "We don't want anything to do with canal boat people." (So be warned!) Consequently, the boat had only been partly refuelled by means of its emergency generator. A very helpful man at Stretford Dry Dock allowed us to recharge over lunch, bidding us to call in for a charge any time we were passing!

Travelling in the boat was a fascinating experience. Marvelously quiet with instant variations in power at the fingertips. Speed was easily controlled, a reading of 40 amp

indicating 4 m.p.h. Cruising costs seem to be very reasonable; from our 2 days cruising it would seem to work out at 1p to 2p per mile for electricity.

There are now plans for the system to be tried on a Shropshire Union Cruises narrowboat. (There is of course already operating an electric narrowboat in Dudley Tunnel also known as Electra.)

The Huddersfield Canal Society is particularly interested in the advantages of electric boat propulsion in view of hopes for operating trips through Standedge Tunnel.

Electric propulsion seems to have a great deal to offer - but I did miss the homely chug of a diesel engine.

Peter Freeman

Further information Rear Admiral Percy Gick,
Ensworth Shipyard, Thorney Road, Ensworth, Hants.

SOUTH KIRKLEES ADULT EDUCATION

PROGRAMME FOR 1978/79 - includes a course entitled 'Canals - the Art of' at Moor End Centre, Dryclough Road, Huddersfield. Classes Thursday evening 7-9 p.m. Tutor is Mr. D. Webster. First half of spring term: "A look at the art form of the narrow boat owners - a chance for practical work will be included in the course."

STAND OFFICER

A stand officer is required who will be willing to store, deliver, erect and take care of the HCS stand at all the functions the society attends.

SALE

Bob Dewey's boat "Erik" is for sale. It is a 43 ft. iron/wood shortened joshier narrow boat with cabin and fittings, all stern gear, but no engine. Basically sound, but needs attention. My offer considered as expanding family makes boating difficult.

I WALK

After a dull cold week the dawn of Sunday 11th June was beautiful, and at 9.00 a.m. we signed out the first 30 walkers, including the youngest, Master Howard, from the Tollomache Arms, Mossley. By 11.45 a.m. some 225 had left various points and were walking the towpath. The majority had left from Lockside Stalybridge, including Mr. Tom Pendry, MP for Stalybridge and Hyde, M/s Ann Taylor, MP for Bolton West, and a golden labrador, Winston, owned by Tony Grimshaw, a west side member. Winston learned to swim during the walk and still managed to keep his "I'm a walker" sticker on his forehead.

The first of the walkers from the Tollomache arrived back from Diggle at 11.30 a.m. and by 12.30 this 'Good Beer Guide' pub was heaving, as all the walkers checked in and out and enjoyed a pint of Robbies and excellent sandwiches provided by Trevor and Margaret the licensees.

It was reported that a Diggle had strayed out of the tunnel down to Stalybridge and that its diet now included Beer as well as mushrooms! Its eagerness to return was obvious as it checked in at Diggle at 1.30 p.m. and returned to the tunnel for lunch via the Diggle Hotel.

Over 5,000 people sponsored our walkers, the local press was full of pre-walk publicity, and notable walkers included the two MPs and Chairman of the Manchester Branch IWA, Chris Potter, who is now converted to the Huddersfield Narrow. Chris, an IWA silver sword holder, stated that the Hudd Huddersfield Narrow will compare with any canal in the UK when restored, for interest and spectacular views.

The walk, organised by Robin Thornber, an HCS member and Secretary of the Micklehurst Residents Association, raised over £1,500.

Organisations which will benefit include IWA, Pat Seed Cancer Appeal, Friends of the Earth, Rochdale Canal Society, Saddleworth Historical Society, Wool Road Warehouse Appeal, Shropshire Union Canal Society, Montgomery Canal Appeal, and various youth clubs and residents' associations. Tom Pendry raised over £110 (half for HCS) and was the walker with the highest sponsorship in the United Kingdom.

Our grateful thanks to Robin for a professionally organised event; to 7th Stalybridge Scouts for the use of their hut; to Diggle residents for their welcoming refreshments (although mushroom sandwiches were not on sale, most other makes were); to the Tameside Army Cadets for their valuable assistance along the whole length of the walk. This walk not only raised over £350 for our society but demonstrated how organisations can come together and all benefit from the amenity value of the canal.

All members of the society can help our cause by becoming involved with local riparian organisations. Get your local residents association to have our slide show to publicise our cause. Let's hope that before too long we can have an I CRUISE as well as an I WALK along the Huddersfield Narrow Canal.

David Sumner

NORTHEND STALYBRIDGE

Further to the rather hasty note in the last issue about the proposed blocking of the link between the canal and river east of Stalybridge, talks have taken place with Tameside planning department.

A letter has been received offering an alternative location for the link to the east of the industrial site. This points out that where we had proposed a link would have been very expensive - £50,000 - because of the presence of wait for it 4 high voltage electric cables, 2 six inch water mains, 2 drains and some GPO equipment. The sewer which is to be installed (which we were aware of) is to be 3 metres below surface instead of the 5 metres we had been told. In addition to the £50,000 there would be the cost of the construction of the water channel!

The Council are apparently anxious to resolve the problem of an alternative link as they wish to start work on the industrial site soon.

Robert Dewey

REPORT ON THE 'BIG' (?) WORKING PARTY

Members and visitors to our stand frequently ask what work we do (i.e. physical work) on the canal. Generally we have to say 'not much' because our work is for the most part campaigning towards the great day when THEY say 'O.K. let's restore.' We do have some efforts to prove that we are not all talk and one site we have worked on is Lock 1E (the first lock at Aspley, Huddersfield).

Work started at the Huddersfield Festival in September '77 when WRG (North West) were challenged to restore the lock in a weekend. Owing to lack of pump(s) on the day, they were unable to clear sufficient from around the bottom gates to get them open (or shut), but vast amounts of junk were removed. We felt that we should complete the task as soon as possible.

Various small parties met with a view to preparing the way for another dig; hoping all the time to avoid the need to hire a 6 inch pump (£80+ for a weekend)..... but to no avail. Eventually, we had the promise of the free loan of a pump and we publicised the date 24/25 June. The weekend was to be a series of snags.

Firstly, the firm who lent us the pipe bungs to block off the water under the temporary causeway lost them. We started to pump Friday afternoon with a makeshift stopper. By Satu. lay morning the water had dropped only a foot or so. We made some better bungs and pumped more. Unfortunately, the lorry had not come to take the rubbish away, nor had the crane to lift the rubbish out, nor had the skips. Such is life when you're scrounging! The water level fell steadily during Saturday and by midnight was four(?) feet down. Tragedy struck again. The magic jungle juice which makes pumps pump ran out early in the morning just when you can't buy the stuff. The water ran back. By daylight it was almost full again!

And now for the success. Thanks to BWB we were allowed to run off the shale of the pound between Locks 1 and 2, and we cleared stacks of wood and other burnable material from the pound and Lock 2, and this was burned.

As it happens it was a good job that the one commodity we could not arrange in advance did not arrive. To put it

simply, I'm glad hundreds of you didn't turn up because we couldn't have found work for you. But you didn't know that. We had plant and equipment worth £200 (hire charges) - we can't get that everyday - dare we organise another dig? If we had all the equipment, if it all worked right..... and then no one turned up we'd look even sillier than we did; and we could be out of pocket a lot of money

Do you want working parties? Please write and tell us.

Robert Dewey

WORKING PARTY - CRANES

On Sunday 23/7/78 a group of members attended a brief working party on the Polytechnic cranes in preparation for painting. The work done consisted mainly of freeing and lubrication. Both cranes are now full on their pivots and all parts function. Disappointments were the failure to remove a handle from the larger crane for straightening, the vain search at the canal bed for the chain from the smaller crane and our inability to run the chain of the larger crane along the jib, the latter principally due to shortage of manpower. (Further work has since taken place.)

The Society would like to thank Mr. Malcolm Hepworth for his kind help with the production of parts for Lock 1.

Trevor Ellis

We are looking for a person or persons who might be willing to undertake some research into the suitability of plastics and/or fibre-glass for lock gates.

Please contact Chris Farrar (see front cover).

The footbridge over the Huddersfield Narrow at the Polytechnic is now completed. This area of the Polytechnic the grounds, the landscaped garden at the side of the canal, is open to the public.

THREE MEN IN A BOAT, OR
THE LONGEST, THE HIGHEST, THE GRIMMEST by J. M. Farrar

Looking back over some 25 years association with the canals and rivers of England and Wales, I realise that details of many activities have become a little blurred. However, my very first canal experience is still sharply etched on my memory - a return trip through Standedge Tunnel.

The project really developed from a general gossip between Jin and myself about lost opportunities in a changing environment. Apart from the half-yearly maintenance cum inspection trips by the official narrow boat, traffic through Standedge Tunnel had ceased, and a locked grating closed the Diggle entrance to discourage unofficial enthusiasts in canoes. Our regrets over missed chances in the past gradually changed into a "feasibility study" for the present. Jin had an aluminium dinghy and a Seagull outboard; I was friendly with George, Stationmaster at Diggle, who had Transport Commission and Tunnel contacts, and he was promptly co-opted into the venture. So approaches were made to Line Street, Liverpool, and eventually, for a fee of a few shillings a one-day licence was issued to navigate the tunnel and return.

The appointed day was a Sunday in April 1955, and at 10 o'clock promptly, Jin, George and I met at the old 'loggers hut' at Diggle. Apart from us the scene was deserted. The dinghy was manhandled off the lorry and carefully launched, the outboard was affixed, haversacks containing flasks and sandwiches were stowed away, the two electric handlamps were tested and George ceremoniously unlocked the portals - it was reminiscent of the Traitors' Gate in the Tower of London. After passing through, the gate was locked behind us (obviously to exclude any unlicensed freebooters), and the great adventure had begun. Apart from our respective wives several miles away, and some official at Liverpool even further distant, no one had any idea where we had gone.

The outboard started first pull and we were off. Jin was helmsman in charge of the Seagull (after all it was his boat and his motor), George, custodian of the keys, was also keeper of the light, so my role became that of super-

carriage and stabilising ballast, (with responsibility for the spare lamp). As the daylight faded behind us, it quickly became apparent that the dinghy was very buoyant and extremely sensitive both to helm and to movement of the crew. Our eyes gradually adjusted to the darkness as the tunnel walls narrowed and closed around us. Throttle setting of the motor was critical, the slow running necessary for the steady progress of the boat being difficult to adjust. Indeed, the first 100 yards or so was a succession of erratic lurches from side to side with George and me fending off in turn.

Eventually we achieved some stability and we were able to take note of our rough-hewn surroundings carved from the solid rock. There were still signs of the explosive charge holes and marks of the tunnelers' tools. The noise of the outboard made conversation rather difficult, but we were progressing steadily and had travelled about half-a-mile when there was a dull thunder followed by a terrific roar and a tremendous whoosh! An express train was rushing through the neighbouring railway tunnel. Now these were still the days of steam, and the canal tunnel which had been used by the railway engineers to remove tunnel spoil and to assist drainage and ventilation, was connected by side adits to the railway tunnel. We were enveloped in a sulphurous fog of choking smoke which our light was unable to penetrate. At this moment we also lost contact with the tunnel walls and judged we had reached one of the 'passing' areas. We felt much happier when we next bumped into the wall, but the smoke cloud was slow to disperse and we made poor progress, fumbling our way by hand along the walls for the next 45 minutes or so.

Then the motor stopped. The silence was deafening. Jim tugged and pulled at the starter cord without achieving the slightest response. From the iron distance tablets in the roof, we estimated we were something over a mile inside, but visibility was only a hazy eight yards or so. Remembering 'NO TOWPATH', we disconsolately wondered what the future held as we slowly handed ourselves along the rocky wall. Meanwhile, Jim, who had been fiddling with the Seagull, requested a stop and some illumination. He cleaned and replaced the plug and tried again, but still without

success. He removed the top cover and poked about at the points. Repeating pulling eventually produced an encouraging splutter, and then suddenly the engine fired. Slowly, as we held our breath, the speed improved and the smoke haze cleared gradually. After what seemed an interminable age and frequent bumpings from side to side, during which we checked off the passing distance plates with growing satisfaction, we noticed a lightening in the darkness ahead, and this resolved itself into a pinpoint of light which steadily increased in size and intensity.

We emerged into daylight before the astonished gaze of the guardian of the Marsden entrance, a solitary fisherman. Then we looked at each other and understood his amazement: our clothes were grimy, and our hands and faces were smudged and blackened as if we had spent a shift on the coal face. It was almost 2 o'clock - the journey had lasted over 3 hours. With a feeling of accomplishment and relief we took our refreshment, bade farewell to the angler and headed westward back into the darkness.

The return trip was something of an anti-climax. All went well - the air was clear, visibility in the tunnel was excellent, the engine ran sweetly and Jim steered famously. We made good time, observing details which had been invisible earlier. We reached the grating at Diggle in about 90 minutes without incident.

Perhaps time has nellowed the sense of achievement we all felt then, but the "adventure" has certainly provided a talking point through the years and a tale to recount to my grandchildren - which I did last week.

Thanks for return of completed questionnaires go to:-

Bernard and Doreen Taylor, Fixby, Huddersfield
 Mr. and Mrs. C. J. Hague, Mossley
 Beryl Dobbins, Mossley
 Mr. A. Marshall, London
 Mr. I. D. McFarlane, Donnington, Shropshire
 Jean Wrigley, Stalybridge

SERIAL (continued)

Huddersfield Narrow Canal - 1792 to Present Day
 compiled by Mrs. Diane Charlesworth

Heavy trade flourished between 1811 and 1845; so much so that the company agreed to pay out dividends of £1 per share in 1824 and a half-yearly dividend of £1 per share in 1840, even though in this year the area was going through a trade slump. (Presumably other dividends were paid between these dates, but these are the only records seen.) The Huddersfield Narrow Canal along with the John Ramsden (Broad) Canal was the chief means by which Huddersfield became one of the principal markets for woollen goods in Yorkshire. Priestley stated that the Huddersfield Canal along with the Aire and Calder, Calder and Hebble, Sir John Ramsden, Ashton-under-Lyne, Rochdale and Duke of Bridgewater, was the shortest by $9\frac{3}{4}$ miles of the four east to west coast waterways and that 'this canal passes through a very populous and manufacturing district, full of valuable stone, but nearly devoid of every article for manufacturing purposes; its beneficial effects are therefore very obvious, not only as being the shortest line of communication from Manchester to Hull, but at the same time, affording the greatest facility to the manufacturers in procuring coal, lime, timber, cotton, wool, dye-wares, iron, etc; and that of exporting their goods in a manufactured state.'

There were wharves at Huddersfield, Milnsbridge, Slaithwaite Marsden, Diggle, Uppermill, and at various mills along the canal side; and the canal was full of boats carrying the many different cargoes.

There would often be fighting between the rival crews - there were no police as such to help keep order in the early days. Most boats carried a cock-bird, for cock fighting often took place! Much smuggling went on, e.g. rum, whisky, and wool. There is a local tale about "Slawit Moonrakers". They were said to be a group of men suddenly disturbed by the King's Men near the canal one night. The men feigned drunkenness and told the King's Men they were trying to rake the moon out of the canal! In fact, they were trying to retrieve contraband!

Robert Dewey received the following letter from John E. Miller, Chief Planning Officer (Improvement), Kirklees Metropolitan Council.

" I should like to clarify the situation with regard to the above building.

Plans were originally prepared in liaison with the Polytechnic for carrying out basic repairs to the warehouse. Following the first plans drawn up, tenders for carrying out the work were higher than had been estimated. Plans were consequently redrawn and a reasonable tender was submitted. However, because of delays by the Polytechnic, the overall price had risen from £5,000 to £9,000 and recently the Polytechnic governors have resolved 'that no action be taken in respect of tenders received for works at the Canal warehouse.

Obviously there has been much concern over the continuing deterioration of the building. The schemes drawn up were only holding schemes in order to carry out the most necessary of repairs. It has been estimated to fully reinstate the building would cost around £20,000.

Further correspondence has now taken place between the Directorate of Technical Services and the Polytechnic. It has been suggested that the building be used as a canal-side study exhibition centre used jointly by the Polytechnic and schools, clubs and other interested parties. A working party is to be arranged to discuss the ideas and methods of grant aid are to be investigated.

TUNNELS

A list of tunnels produced by British Waterways Board categorises them into three groups:

1. Tunnels which may be used by canoeists without special permission;
2. Those which may be used subject to conditions;
3. Those completely prohibited.

It may not surprise members to learn that Standedge ('5698 yards') is in the third category.

STANDEGE TUNNEL

According to reliable reports, a series of white lines have been painted in the tunnel. We understand that they are not part of a scheme to control Diggle traffic, but that they are needed to monitor the work in the tunnel and any movements in the rock. A special camera has been brought in to take records of each section.

MORE ABOUT STANDEGE TUNNEL

Peter Whatman's record swim through the tunnel (Pennine Link 23, page 17) did not take place. According to a press report he was called away to a job abroad. BWW made sure though, by fixing wooden grills below the gates at both ends of the tunnel to prevent him from swimming under them. I understand that the swim is still to take place later in the year.



21 June : Precis of British Waterways Board Annual Report. HMSO Price £1.50.

22 June : Safety of Boats Using Waterways.

In 1980 new boats and hire boats will have to meet certain standards "The standards will cover safety and fire prevention equipment and require hull, machinery and fittings to be sound and free from defects likely to affect safety. They will also cover engines, fuel tanks and pipework, electrical and gas installations. Owners of other craft are being advised to achieve these standards which are compatible with those currently applied by the Thames Water Authority"

27 June : Interim Statement issued by Sir Frank Price.

"I am sure that my Board and for that matter the general public will be disturbed" (by the government decision not to accept advice of Select Committee on inland waterways)... "the Board no doubt will consider their position in the light of the government statement"

IWAAC news release 1st August:

"Brass Tacks Programme an eye opener" says David Wain. (BBC 2 26.7.78) "The programme was excellent in every way; it gave the public an insight into the strength of the case for developing the enormous potential that water transport offers in some parts of the country. It also highlighted the great service this particular form of transport can render for the environment by providing an alternative to further increases in the numbers of heavy road transport loads, thus helping safety on the roads and reducing noise, pollution and vibration.

The Government accepted ... last night a Lords amendment to the Transport Bill which lays a duty on the Secretary of State for Transport to promote a national policy for the use of inland waterways for commercial transport ... ensure proper co-ordination between Departments of Transport and Environment for the parallel development of Britains inland waterways for both freight and recreation"

D I A R Y

- 3 Sept *Adult Education, Piazza, Huddersfield - 1 week.
 9/10 Sept *Marsden Festival
 10 Sept Trip across Morecambe Bay - details David Higgins,
 Tel Leeds 663623 (apologies for wrong no. in last
 issue)
 12 Sept 8pm West meeting, Hunters Tavern, Acres Lane,
 Stalybridge.
 14 Sept 7.45pm - IWA West Riding: "The Environment,
 Planning for Leisure" talk by Peter White.
 14 Sept 8pm - East Meeting. Phone David Milsom (see front
 cover) for venue. Hope to have cine film of festival.
 16/17 Sept. @ Working Party, Yorkshire Derwent. Howshams.
 27 Sept. 8pm - Joint meeting Peak Forest & HCS. Oldham
 Community Centre, Greaves St. Chris Potter on
 Canals of Holland.
 7/8 Oct @ Working Party, Montgomery Canal.
 11 Oct 7.45pm - IWA West Riding: Swedish Waterways -
 slides by Mrs D Glen-Smith.
 11 Oct 8pm West Meeting, Tollemache Arms, Manchester
 Road, Mossley.
 12 Oct Press date for November Pennine Link.
 19 Oct East Meeting, The Albion, Longroyd Bridge.
 21 Oct 7.30pm - Saddleworth Hist. Society; Bob Dewey on
 HUDDERSFIELD NARROW CANAL. Saddleworth School.
 25 Oct 8pm- Joint meeting HCS & PFCS. Market Weighton
 and other canals by Mr. G.B.Miles.
 26 Oct. Come and help collate Pennine Link at Editor's
 house: VOLUNTEERS WANTED.
 15 Nov 8pm - West Meeting, Hunters Inn, Acres Lahe,
 Stalybridge.
 22 Nov 8pm - Joint Meeting PFCS & HCS, Oldham Community
 Centre, Greaves St.
 23 Nov 7.45pm - IWA West Riding: Slides on "The New
 Moscow/Leningrad Canal" by Mr L.L. Shaw.
 8 Dec IWA West Riding Christmas Party.
 13 Dec 8pm-West Meeting, Tollemache Arms, Manchester Rd,
 Mossley.

* HCS CARAVAN OR DISPLAY WILL BE PRESENT

@ Contact David Carpenter, IWA Bradford 677307
 IWA West Riding meetings are at Girl Guide HQ,
 15 Cookridge St, Leeds 2.

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Spring Term, January: Adult Education, Milnsbridge Centre.
 Course "Canals - The Art of". Ring Hudds 654688
 and see page 10 in this issue.