

HUDDERSFIELD
CANAL
SOCIETY

PENNINE LINK



HUDDERSFIELD CANAL SOCIETY

W = west

OFFICERS

E = east

- Chairman (E): John K Maynard, 29 Thick Hollins Drive
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- Vice Chairman (W): Peter Freeman, 14 Burnell Court
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- Treasurer (E); David L Finnis, 7, Ned Lana, Slaithwaite
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- Membership secretary (E) Mrs Valerie Dewey (see secretary)
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The opinions expressed in Pennine Link are not
necessarily those of the Editor or the Society.

Front Cover:

Designed by Clodagh Brown; the Society now uses this
emblem on its notepaper and publicity material.

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

No 26

January 1979

Editor Mrs Diane Charlesworth
Typing Mrs Ivy Lodge & Robert Dewey
Duplicating Audrie Kinnear
Collating & Distribution East Side Members

NEXT PRESS DATE - 14 February

Next Collate date - 28 February - see Diary

Editorial - I apologise for the lateness of this issue
It would have been a little late because of the holiday
but to add to this my family, including myself, have
been ill.

Members may be interested to know how Pennine Link is put
together. I receive most of the contributions through the
post, some are typed, some are hand-written, They come
from committee members, society members, anonymous sources,
various voluntary and official bodies and, occasionally,
I request specific items. At the appropriate time I sort
it all out into main items and bits and pieces (fillers)
and then in long hand I proceed to write the first draft.
Through experience gained I can now roughly assess how many
pages I will need for the amount of contributions received.
There are no short cuts to the writing of the first draft.
I have to start at the beginning and work through to the
end, otherwise it would not be possible to accurately gauge
each item into a specific space. This draft then goes to
be typed. This takes several hours and cannot be done all
at once. Small queries often arise - the telephone is in-
valuable for sorting these out. The fillers are fitted in
to any spaces afterwards. This second draft (fair copy)
then comes back to me for correction.

We are fortunate in having an experienced secretary to do
the typed fair copy but still require someone to copy type
this onto stencils, which is the next stage of production
and usually straight forward.

(continued... back page)

CHAIRMAN'S REMARKS

First I must apologise for not wishing you a Happy Christmas in the last issue; but I can only say that when I wrote the previous remarks it was October and Christmas was a long way away. Anyway, I would now like to wish you all a Prosperous New Year! Let's hope that 1979 sees even more progress towards restoring our canal.

We must however never forget that help is required by other canals and in particular the Rochdale Canal is threatened by a major blockage in the form of the Manchester Ring Road (see form enclosed in this issue). Please take time to write and support the Rochdale Canal Society's objection, the loss of the Rochdale would prejudice the restoration of the Huddersfield by setting a precedent and by eliminating the possibility of a Pennine Ring. We and the Rochdale Canal Society are not 'enemies' only friendly rivals! So do what you can to help them, I am sure they would do the same for us

I have heard from the Festival Committee that the total sum made from the event is £1200. This, as was originally agreed has been split three ways between the three participating organisations: IWA, Peck Forest Canal Society and ourselves. The PFCS have, however, very generously donated their share of this to our Society. I should like to thank them, publicly, in these columns, for this very public-spirited action. Thank you PFCS.

To conclude, your committee is looking into a draft of a new constitution to set before you at the Annual General Meeting (April 27 in Slaithwaite) to turn the Society into a Charity Trust. Make a note and reserve the date in your diary now. This will be a major step in the Society's history, and we require maximum participation at the AGM.

John K Maynard

RESUME OF COMMITTEE MEETINGS

6 October 1978, Railway Inn, Marsden.

Discussion and reports.

Treasurer's report.

Clodagh Brown submitted design for new emblem for Society - accepted. (see front cover.)

Comments on new membership leaflet.

Further discussion of idea of membership pack.

Report from Standedge Tunnel Trust sub-committee - recommended we remain as one group.

Agreed to accept quote for sign welcoming boaters to Huddersfield Broad Canal, at Cooper Bridge.

New publicity stand expected in two weeks.

Action to be taken

Chris to attend IWA West Riding branch meeting.

Clodagh to obtain 2000 sheets notepaper and 2000 new membership leaflets.

To set up sub-committee to look into practical aspects of reopening Standedge Tunnel

Peter to co-ordinate meeting with Tameside Planning Committee.

7 November 1978, King William IV, Greenfield

Discussions and reports

Discussion on improvement of committee procedure.

Treasurer's report

Report from Trust sub-committee on limited liability and charity registration - discussion

Report from Tunnel Sub-committee - requirements for trip boat; terms of reference; investigate practical aspects of operating trip boat; investigate practicability of reopening tunnel.

Report from west sub committee - 2 sub committees appointed; Mossley Report and Festival. Four applications for urban aid grants have been made to Tameside - BWB considering implications; talk given to Tameside councillors.

Report from east committee - To abandon Shoulder of Mutton project; to return caravan to Goodall's; proposal to issue certificates to boaters coming to Aspley.

Publicity/Marketing :

New notepaper to be handed out

Discussions progressing with Ici plastics re. lock gates.

Action to be taken

John Fryer (by invitation to trust sub-committee) to supply list of advantages/disadvantages of limited liability..

Comments required by John Maynard from all members (comm.) on previously circulated company memo and articles of association

West Festival Sub-Committee to look for suitable Festival site.

Duplicator to remove to Audrie Kinnear.

To pry Marler Haley for stand

Clodagh to obtain car stickers

AGM to be held 27 April 1979 - Sleithwaite Council Chambers.

WRG to be asked to come to finish Lock 1, next Spring.

To attend meeting to discuss N.W. Federation on Canal Societies.

To hold seminar in about one year's time.

West side to visit next East side meeting to give moral support and encouragement.

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AUD'S PLINK

On 27 November our duplicator and its cabinet, paper, ink and stencils moved from David Sumner's house at Stalybridge to Audrie Kinnear's flat at Oldham.

This year's Pennine Link (our duplicator operators call it 'plink') is Aud's first issue

David spent many hours operating the duplicator over the last year, and has done an excellent job. Many thanks David.

MEMBERSHIP

I would like to welcome the following new members to the Society: -

- 452 G Waite, [REDACTED]
553 Lincoln J Parker [REDACTED]
454 John T W Porter C/o [REDACTED]
455 D C Wilson [REDACTED]
456 Kathleen Brookes, [REDACTED]
457 Andrew Hamilton & Family, [REDACTED]
458 Mr & Mrs Mike Lucas, [REDACTED]
459 David R Redley, [REDACTED]
460 John Paton, [REDACTED]
461 Alfred Fox, [REDACTED]
462 Anthony Parsons, [REDACTED]
463 William Jay, [REDACTED]
464 Chris K Potter, [REDACTED]
465 Andre N Hundley, [REDACTED]
Leics.
466 Mr & Mrs W Greaves, [REDACTED]
467 Mr & Mrs I Longster, [REDACTED]
468 Geoffrey Thompson, [REDACTED]
[REDACTED]

Valerie Dewey

Thank you for your completed questionnaires

Susan and Lewis Watson, Uppermill, Oldham
John Skeffington, Hale, Cheshire
Kathleen Brookes, Denby Dale, Huddersfield.

MOTORWAY MADNESS

(see enclosed leaflet 'The Fight for Survival')

"...even the most vociferous objectors are unlikely to be able to stop its construction. The motorway lobby will be too powerful and not even environmental destruction will stop them..."

The seriousness of the threat to the Rochdale Canal by a proposed new motorway is indicated by this extract from an Oldham Chronicle editorial of 8 December.

In May 1978 edition of Pennine Link we reported that the Manchester Outer Ring Road (M66) would completely block the Rochdale Canal at Chadderton, near Oldham.

We are told that the M66 road builders also wanted to block the Ashton Canal, severing the Cheshire Ring of canals. Thankfully they were persuaded to incorporate a bridge. However the threat to the Rochdale still remains.

The Rochdale Canal Society asked for 13,000 copies of the official motorway questionnaire to circulate to IWA members, but were refused. RCS then say they asked if they could produce their own copies of the questionnaire, but the Department of Transport said they would not be accepted.

This blocking of the canal is not only a threat to the Rochdale Canal - new roads could presumably threaten other canals - maybe the Huddersfield Canal.

YOUR ACTION!

Show your disagreement with the proposed blocking of the Rochdale Canal at Broadway Chadderton by the M66 motorway by writing to the Road Construction Unit, Department of Transport, but send your letter to the Rochdale Canal Society Limited 24, Pressmonds Crescent, Rochdale, Lancs. OL11 5AW

THIS IS NOW VERY URGENT...PLEASE DO IT AT ONCE.

Peter Freeman

KIRKLEES BOAT

In July last year a meeting took place of a committee to decide on the type of boat to be constructed by Kirklees Council for physically handicapped children. This boat was to be built as part of the Duke of Edinburgh's Award Scheme and the committee was chaired by Mr E Austen Johnson, Chairman of the Duke of Edinburgh's Award Central Liason Committee.

Your Chairman, John Maynard, was asked to sit on this committee and, together with P Smith, were the only two on the committee who had any knowledge of canals or boats.

The final outcome of the work of this committee was the commissioning of a boat named 'E Austen Johnson' at Leeds Lock on 26 October last year. About 70 people who had been involved in one way or another with getting the boat off the ground, or should it be into the water, were invited to the ceremony. Your chairman, as one of the committee was included. These visitors were assembled in seven groups in a marquee at the side of the lock.

On arrival at Leeds Lock, The Duke of Edinburgh was presented to the Mayor & Mayoress of Kirklees Council, the Leader of the Council, and the Chief Executive. The Mayor then presented five senior officials of the Council.

The party then proceeded to the marquee to examine a number of exhibits to chat informally to some of the visitors. During this period your Chairman had the chance to speak to His Royal Highness who showed great interest in the work of the Society, After asking what we had done to date, and being given a very brief explanation of our main aims and progress so far, His Royal Highness' final advice was that we should get down to a bit of physical work on the cut. So we now have a Royal Command to get cracking.

The Duke then crossed the lock and was welcomed aboard the 'E Austen Johnson' and after unveiling a commemorative plaque was taken for a short cruise.

The boat is 45' long by 10' beam and is of all steel construction by Hancock and Lane. These dimensions were chosen as a compromise between being large enough to accommodate a reasonable number of disabled (some in wheel

chairs) and to be manageable by inexperienced boaters on a broad canal. Unfortunately, it will not be able to navigate the restored Huddersfield Narrow; but let's hope it will be seen frequently up at Aspley.

After completion of the hull, it was delivered to Kingable Cruisers who were responsible for the fitting out. The interior is fitted out in the normal manner of a cruise boat with some exceptions to allow for the disabled. The main provisions to this end are low windows allowing a good view from a wheel chair, special toilets, and a ramp at the stern allowing for easy access. Sleeping accommodation is provided by bunks and hammocks, the latter being stowed away during the day.

John Maynard.

ADVANCE NOTICE

The fifth Annual General Meeting of the Society will take place on 27 April 1979 at 8pm at Slaithwaite Town Hall. Nominations for officers or committee members are invited.

Diane Charlesworth is to edit a tow path guide of the Huddersfield Canals. Please write to the Editor and state briefly what types of information you would like to see in the guide. Also, we are hoping to have the various subjects for inclusion written by experts. If you know of anyone willing to help please send names to the Editor.

Mikron Theatre have announced that they will be staging The History of the Huddersfield Narrow Canal, possibly entitled 'We've run out of money', in the coming season. We are helping Mike and Sarah Lucas, who have recently joined HCS, with their research for their new show.

West Yorkshire Draft Structure Plan is likely to be published in the very near future. This will then be submitted to The Secretary of State for Environment for approval. If there are sufficient objections, a public local inquiry will probably be held. We understand that the canal policy is still not as firm as we had hoped and, if necessary, we shall be asking members to write in and object.

JOHN SUTCLIFFE AND HIS 'OBSERVATIONS'

By Trevor Ellis

John Sutcliffe may have had a claim to being this area's only native canal engineer. He seems to have been somewhat unfashionable, much of his work being in the nature of rectification or the provision of 'second opinions'. He was, as most engineers of his day, something of an 'all rounder' and in 1816 he published his prodigiously titled 'Observations on Cotton Spinning, Canals, Corn Mills and Public Drains.'

The chief reason for this book was obviously to advance Sutcliffe's own reputation as a Civil Engineer and his method was to highlight the failings of existing engineers such as John Rennis, William Jessop and most important to us, Benjamin Outram, who was responsible for the Huddersfield Canal. Sutcliffe had many unique ideas on laying-out, supplying water and the design of lock gear, etc. but his comments on the Huddersfield Narrow were very basic.

In a chapter entitled 'The Huddersfield Canal - a bad Speculation for the Subscribers and should be a Warning to Others how they engage in such Tremendous Works' he comments that 'the masonry and earth work of this canal were the worst executed of any I ever saw'. Apparently, only two locks on the East Side had not needed to be (at least partly) rebuilt - this by 1816 - when the tunnel is spoken of as only being recently finished! The water supply was also insufficient, there being too few reservoirs and the whole wall of one reservoir and part of another had collapsed due to shallow foundations on top of peat. Considerable damage had been caused.

Problems with the locks were due to the method of building the foundations 'towards the hill'. Outram had started with a narrow foundation and stepped the courses backwards as he went, so that the top was several feet beyond the foundation - the complete opposite of the method proposed by Sutcliffe for greater stability. In addition, the by-washes were carried close to the backing of the lock wall and were covered in. Being poorly constructed, water

had penetrated the backing, even emerging into the locks. The effect in frosty weather was to rapidly destroy the lock walls. Lastly, the paddle gear had been wrongly placed and had to be moved - no details are given, but on many locks today, it is evident that the gear has been turned round,

Sutcliffe concludes his comments on the Huddersfield Narrow by saying "such an expensive narrow canal as this, I think, was never heard of in the world before, and, I am inclined to think the present generation will not split upon a similar rock". He thought that £30,000 would be insufficient to remedy the defects and that a further Act of Parliament would be needed before enough money could be raised,

STANDEDGE TUNNEL PROGRESS OBSTRUCTED

Our legal advisor wrote to BWB Leeds, regarding the possibility of a Trust for the Canal. This seemed to have been taken as referring to Standedge Tunnel. BWB's reply was much to the point in that there is no possibility of tunnel trips at the present time. The committee are continuing to seek ways of making progress towards its re-opening.

WOOL ROAD WAREHOUSE APPEAL

Saddleworth Historical Society are pressing on with restoration and have launched the appeal for £2,000. Members are invited to contribute towards the restoration of this historic building dating from 1796

Donations, please, to: Mr K Booth (Hon Treasurer)
Saddleworth Historical Society
"Ceann"
Friezland Lane
Greenfield,
Oldham. OL3 7EW

BATES have at last started their new building over the line of the canal at Queen Street South, Huddersfield. We understand that the foundations comply with the requirement enabling us to tunnel under in the future.

STALYBRIDGE CANAL DIVERSION

Last year our proposed canal diversion route at Northend (see "Through Stalybridge by Boat" 35p incl p&p from Sales Officer) was found to have disadvantages due to underground services and a proposed industrial estate. A new line has been agreed in principle linking the canal and river, but would need an additional lock and has the problem of a low bridge.

Tameside councillors some months ago asked for a working party to be set up to investigate the proposed Stalybridge Canal diversion. As yet, this does not appear to have formed so we are following this up.

Peter Freeman.

PHOTOGRAPHS RELEASED FROM CUSTODY

Last winter readers of Pennine Link may recall that some of our exhibition photographs were stolen from our caravan. They included photographs of a lock at Uppermill when still intact, and a Slaithwaite based boat.

Many thanks to Stalybridge Police for returning them.

HCS GOES CAMPING

To replace our caravan, which has now been returned to Goodall's Caravans, we have now bought a tent. This is a Tamaris 6 and measures roughly 5 metres by 4 metres. If required it can be erected with several rooms inside. Offers are already coming in from people wanting to take their holidays in it! Look out for our tent and display at events in 1979.

NO GO BY NALGO

NALGO the white collar union recently announced that BEB staff would no longer co-operate with canal restoration schemes or job creation schemes. Ironically, the Chairman Vice Chairman, Secretary, and one other committee member of HCS are also NALGO members. They have written to NALGO expressing concern and asked for clarification of their Union's attitude.

CANAL RECORDS ON MICROFILM

Kirklees - Huddersfield Library
Tameside - Stalybridge Library
Oldham - Oldham Library

Each of the above libraries have obtained two full microfilms of the Huddersfield Canal Company records consisting of:

Minutes of the General Assembled

Minutes of the Canal Committee

Share Books

Annual Reports between the
dates 1794
Canal History and 1845

The microfilms were taken of the original documents which are filed at the Public Record Office.

Members are invited to consult these records during library hours.

Bob Dewey has started to read through them and says 'they are fascinating and merit many hours of research,'

WATERWAYS PRESS RELEASES

30 November 1978 - Industrial Dispute

'BWB' have been informed by the General Secretary of the National & Local Government Officers Association that as from Monday 4 December, members of the union will take further industrial action in pursuance of long outstanding pay matters.

'The Board regret that due to these circumstances, which are completely beyond their control, it is necessary to take certain steps in the interest of public safety and to avoid undue damage to the waterways. They are therefore proceeding with the lowering of water levels on the canals at key locations in England, Scotland and Wales. The precise local effect of these measures is more easily determined by enquiry of the Board's Area Engineers.....'

'In pursuance of the duty laid upon them by the Transport Act 1968, the Board will do all in their power to protect the interests of navigation during the dispute.

FOURTH REPORT OF THE SELECT COMMITTEE
ON NATIONALISED INDUSTRIES.

8 December 1978

'The British Waterways Board today published a Memorandum giving their views on the Government's observations on the Fourth Report of the Select Committee on Nationalised Industries. (Cmnd 7248)

'The Board say that they regret that the Government have not accepted the Select Committee's analysis of the situation or their recommendations for future action which, in the Board's opinion, were soundly based and made after the most extensive and painstaking enquiries over a period of two years.

'The Board reiterate their view that a proposal in an earlier White Paper (cmnd 6876) that their Undertaking should be merged with the Water Industry is fundamentally unsound based on an erroneous concept and thus contrary to the public interest. They go on to say that fundamental changes ought not to be proposed unless:

- '(a) the objectives are clearly stated with particular reference to the alleged defects of the present arrangements which it is sought to remedy;
- '(b) the means by which these objectives are to be achieved and the said defects remedied are set out in detail;
- '(c) the Board's and the Select Committee's objections to the proposed merger are fully answered;
- '(d) the benefits to the public are fully demonstrated.

'The Board also comment that the present policy of Government is not fundamentally different from the proposals made in 1971 and subsequently withdrawn which proposals were then opposed by the present government.

LETTER TO 'PL'

from Paul Forshaw of Skelton, Yorkshire.

"As Mr Feeney describes (see letter in last issue of Pennine Link), the rail journey between Stalybridge and Huddersfield provides an excellent panorama of most of the Narrow Canal. It would be the best way for a non-local HCS member to easily view most of the route, particularly if it could be followed on a map at the same time. (OS 109,110). Until recently I frequently made the train journey from Manchester to Leeds and it was only seeing the canal on these journeys that made me aware of its existence and interested in its potential.

"To add to Mr Feeney's account, the Canal travels uphill from Stalybridge to the east of the railway, often on the far side of the Tame Valley which is followed to Upper-mill, where the railway crosses the canal. This now runs alongside the railway to the western end of the great tunnel. I have often looked for the inter-connecting passages between the canal and railway tunnels (surely on the left (north side* of the line) without success. Are these passages still in existence?" (* see footnote)

"The eastern portal of the Canal Tunnel can be glimpsed from the train. After leaving its tunnel the railway almost immediately crosses the canal, and looking back the tunnel keeper's cottages can be seen with the enticing eastern tunnel mouth (complete with iron grill) beyond, the view being that in the often seen photograph of this end of the tunnel.

"Most of the rest of the Canal can also be seen on the east side as along with the railways. it descends the Colne Valley to Huddersfield where it is lost to sight in the built-up area.

"Interestingly, beyond Huddersfield the Leeds train also follows the Broad Canal for its full length. This first appears from behind the new incinerator plant east of the railway. Most of the locks can be seen including that at the junction with the Calder & Hebble, which is on the west immediately after the railway crosses the canal.

"Having read some depressing accounts of this canal, one is amazed how pleasantly rural it all is.

"There must be many regular travellers on this railway line who view the canal with interest as Mr Feeney and I have done. Perhaps the Society should look into the possibility of advertising its aims at the stations along the route."

Footnote:* The passages still in existence are in fact on the right (south side) when travelling from Stalybridge to Huddersfield. The reason being that the railway crosses over the canal twice, just inside each end of the tunnel.

AN ADVENTURE OF ULYSSES DIGGLE

Ulysses Diggle being a wise and elder member of the family, should have known better: after the last escapade in Lancashire he vowed never to leave the safety of Standedge Tunnel again.

During that time he had developed into a Master Rock Crafts Diggle, and would spend hours concocting new flavours for Diggle Rock. His most recent success had been to extract the essence from mushrooms and this perfected the world's first Diggle Mushroom Rock.

Ulysses, however, was never satisfied. On his previous adventures he remembered using aniseed pods to eke out his rations, and was convinced that here was a flavour to make his rock world-famous.

One night when everyone was asleep, Ulysses got up and packed his rucksack. He filled the cupboards in the kitchen of his narrow boat with mushrooms - freshly picked that morning by Archimedes. He checked his emergency kit - yes, it was all there - string, an old iron nail, a mushroom chart, and a small flask of water. This time he added a picture of the aniseed plant. He could recognise it by smell and taste, but it always helped to have it confirmed by diagram.

He jumped aboard his narrow boat, which had been re-named Lady Ophelia; after his late wife, and was soon chugging eastwards through the canal tunnel.

When the other Diggles awoke, there was a lot of chattering and tutting about the disappearance of Ulysses.

Archimedes was very upset as he had hoped that his cousin would have grown up by now. He retired into a dark corner and took a pinch of snuff to help him think. The sneezing helped to clear his head; but he could find no solution to the problem - no-one knew which way Ulysses had gone and there was no-one brave enough to go and look, except perhaps Wellington.

Wellington was the 'Black Sheep' Diggle of the Family - everything a Diggle should not be; and anyway, he was missing again.

Meanwhile, Ulysses had reached the Marsden end of the tunnel. The sun was quite high in the sky, and he thought it would be best to wait until dusk before venturing out. After his usual mushroom breakfast Ulysses decided to have a rest, and when he awoke his stomach told him it was tea-time. He foraged about in the entrance of the tunnel and picked a few dandelion leaves and grass roots which he mixed with the local watercress and his mushrooms into a salad.

Feeling better, he set out, leaving his narrow boat securely tied at the edge of the tunnel. He clasped his emergency kit securely under one arm. He had not gone very far when his nose began to twitch - somewhere around here was an aniseed plant. Ulysses got his diagram out and systematically began to examine every flower in the area. There were lots of Rosemary Willow herb, a plant he easily recognised, for Diggles used the downy seeds for lining their beds and the petals to help dye the rock pink. He was beginning to think his nose was mistaken, when there was the biggest aniseed plant he had ever seen. But all the pods were near the top and Ulysses was near the bottom.

to be continued

SERIAL (Continued)

Huddersfield Narrow Canal - 1792 to present day
compiled by Diane Charlesworth.

Much interesting information concerning the canal may be gleaned from old records, eg. old documents, Church registers, Terriers, Town books. There is an entry in the 1805 Terrier of the Earl of Dartmouth Estate concerning the canal. It mentions that the people of Slaithwaite were very frightened about the large reservoir that had been built above the village in case the Dam gave way. If this had happened, the village would have been destroyed. Also, the agents of the Estate at the time encouraged the local people to use Lime on their fields which could be brought for them very cheaply by canal

continued on next page

Further information may also be obtained from Directories: Brines Directory 1822 quotes: 'From Huddersfield the navigation to Manchester is then direct, and from thence the communication by water is made daily to Liverpool, the great depot of commerce on the Western Coast, The Huddersfield Canal has answered better for the town and the country through which it passes, than for the proprietors....'

'Conveyance by water: from Canal Wharf, Huddersfield, Widow Welsh and sons convey goods by Fly Boats, daily to Manchester in 24 hours, whence packages are forwarded in all parts of the kingdom.' Agent A. Beswick.'

'Edmund Buckley & Company: Fly Boats daily to Manchester whence goods are forwarded to all parts of the kingdom.'

'J. L. Marsdens: Boats to Manchester daily'.

Pigot's directory of 1834 mentions the wharfinger at Marsden it being a John Parkinson, Canal Office, and also states: 'the tunnel is frequently obstructed by the falling in of portions of the roof; a person is therefore situated at each aperture, whose business it is to regulate the entrance of boats.'

A system was later adopted using the telegraph. The tunnel keepers at either end were able to contact each other and so allow boats through at unscheduled times.

Times were: Enter at Marsden - 6 am, 2 pm, 10 pm.
Enter at Diggle - 2 am, 10 am, 6 pm.

NOTE TO TEACHERS

I have recently had a number of letters from students asking for information about the canal. I'm delighted that interest is being generated. However, sometimes letters ask for explanations and details of the canal's history, its buildings, its links with other canals, and what the canal is used for nowadays. Obviously, this amount of information adds up to project proportions, and this service we are unable to give. Ask one question by all means, but don't expect me to write the whole project!

Robert Dewey

URBAN AID SCHEMES

In the last issue we had submitted some suggested Urban Aid Schemes for restoration work on the canal between Ashton and Greenfield. These have now been submitted to the Department of the Environment by Tameside Council but at the time of writing, the meeting with BWB has not yet come about.

If financial help can be obtained in this way, HCS would like the money to be used to pay BWB staff to undertake the work, possibly linked to a scheme to provide more employment. The costs which we estimated for the schemes have been subject to criticism, but we submitted them to our engineer for his comments, which we are pleased to say were favourable, and in fact, our estimations were only marginally different to his.

Peter Freeman

Following the interest shown by Tameside Recreation Department in our applications for Urban Aid Grant (PL 25 p 16), we applied to Kirklees for similar consideration. Again we pointed out that the applications had been prepared in a hurry and would be the subject of discussion with BWB and the Council.

Four projects were suggested:

1. Wakefield Road Bridge, Huddersfield.
2. Marsden to Sparth Reservoir
3. Sparth to Slaithwaite
4. Repair works to Tunnel End Cottages, trip boat etc.

The Director of Technical Services has now replied stating that he considers three of the projects (2,3 & 4) were not within the scope of the Urban Aid Scheme. The first project, the construction of a new bridge under Wakefield Road, they felt required more detailed consideration, particularly with regard to traffic flows (presumably during the reconstruction?).

However, it is suggested that in future we should make our submissions earlier (point taken!) to allow consultations first.

Robert Dewey.

APPEALS FOR VOLUNTEERS

Appeals in Pennine Link do not often succeed. But he who does not ask, does not get. The Society exists through the efforts of the few. Some members join to support the cause without the desire, or time, to become active, and we are happy to have such members. However, I am sure that there are some who would be willing to give a little of their time now and again, but perhaps are afraid to offer - please don't be !

I give talks about the Society - I enjoy doing it - but it is more fun if there's some moral support. COME AND HELP. You may only be handing out leaflets or selling booklets, but you'll learn about the canal and what the public think. The same applies at exhibitions. If you can help for only half-an-hour it allows someone else to have a rest, and that is much needed at busy 'do's'.

Come on in - the water's lovely! We're all volunteers and need YOUR HELP.

Robert Dewey.

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PULE EDGE RECLAMATION SCHEME

Some members may recall that the Society objected to Kirklees about the proposed landscaping of the tunnel workings spoil heaps on Standedge (behind the Great Western Pub). A planning application submitted by the Director of Technical Services of Kirklees to the Planning Committee for the work has been held in abeyance in view of objections from Colne Valley Society and Saddleworth Historical Society and us.

A meeting has already taken place with CVS, British Rail, British Waterways West Yorkshire County Archaeologist and the National Trust. We are keeping in touch.

It has been suggested that archaeological digs might be undertaken on the site, particularly around the tunnel shafts and the engine house. Anyone interested should contact me.

Robert Dewey

BWB Annual Report shows a picture of Members inspecting the new Stoke Bottom Lock (according to the caption - pity it is the Top Lock, The next lock below can be seen in the picture!

When the stencils are completed and corrected then they have to be taken to our duplicator who produces the necessary number of sheets, approximately 450 per stencil, taking care to get the pages backed together correctly, so that during the next collating stage the page numbers follow on in sequence.

Collating takes place usually at my home and we get together as many people as possible, as in this case, many hands do make light work. As well as magazine collation, envelopes are addressed, the card index of members is brought up to date with additions, deletions, changes of address (this information is supplied by Valerie Dewey) and membership renewals, reminders and other leaflets are inserted with Pennine Link into the envelopes. These are sealed, bundled into tens (omitting our international members which are posted separately and some of our very local members which are hand delivered) stacked into boxes, ready for posting. (Slaithwaite Post Office are very obliging and have them franked for us at the General Post Office; but on other occasions when they have had to be taken elsewhere, it has been known for the stamps to be stuck on each envelope!) Then we all sit down, have a cup of tea, read Pennine Link and have a 'spot the error' session with everyone having a good laugh at my expense!

Diane Charlesworth

NATURE SERIES - Pied Wagtail

This small bird approximately 7" long including its long tail, is often to be seen when walking the canal towpath. It is a very dapper little bird, giving this impression by its swift bobbing movements. The plumage is black and white, with the female's back being greyer than the males. It feeds on small moths, flies, beetles and other small insects. The female finds a hole in a bank, thatch, shed or wall and lines it with feathers wool and hair, she will occasionally re-line an old nest. Her 5 or 6 eggs are laid from April to June (there may be 2 or 3 broods) and are grey-white or marked with grey or brown. These are incubated for a fortnight largely by the female. The chicks are fed by both parents and fly after two weeks.

Diane Charleworth

D I A R Y

- 13 & 14 Jan IWA - Working Party, Long Lees Lock,
Rochdale Canal.
- 18 Jan 8.00 pm - East Meeting, Railway Inn, Marsden.
- 24 Jan 7.45 pm - * 20 Minutes Night (including
Tameside Canal Festival Film).
- 10 & 11 Feb IWA - Working Party, Thwaites Mill,
Near Leeds.
- 15 Feb 8.00 pm - East Meeting, The Globe, Slaithwaite
- 28 Feb 7.45 pm - * "From Pudsey to Lincoln" by
Neil Kellet.
- 10 & 11 Mar West Yorkshire Transport Circle Model Railway
and Transport Exhibition, YMCA,
St Peter's Street, Huddersfield.
- Mar IWA - Working Party, Buxworth Basin - dates
to be advertised in "Navvies" and "Towpath".
- 28 Mar 7.45 pm - * "The Calder Canal" -
Peter Whitehead.
- 25 Apr 7.45 pm - * Canal Film Evening - John Maynard,
- 27 Apr 8.00 pm - ANNUAL GENERAL MEETING at
Slaithwaite Town Hall.
- 28 & 29 Apr Sowerby Bridge Rally - Working Party likely
over weekend.

IWA Contact David Carpenter,
180 Elmfield Drive,
Odsal, BRADFORD.
Tel: Bradford 677307

* Huddersfield and Peak Forest
Canal Societies - Joint Meetings -
Oldham Commercial Centre,
Greaves Street, OLDHAM.

(For further information contact
Arthur Hornsby,
20 Fieldsway, OLDHAM.
Tel: 061-624-7473)