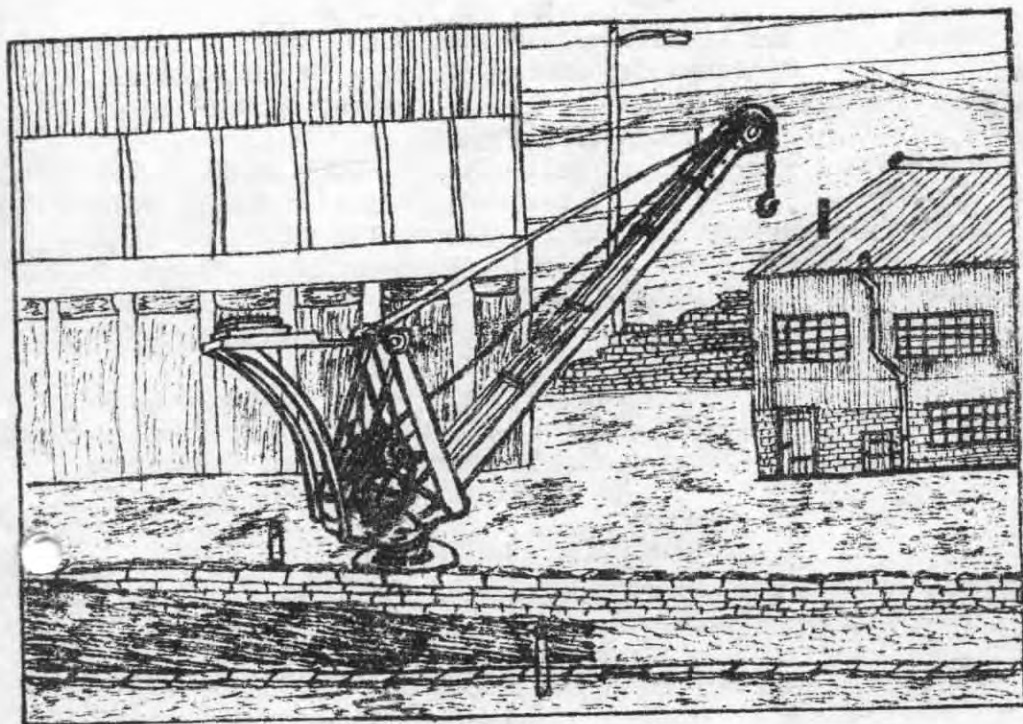


HUDDERSFIELD
CANAL
SOCIETY

PENNINE LINK



Crane at Aspley Wharf, Huddersfield.
Manufactured by Hewes and Wren, Manchester 19

HUDDERSFIELD CANAL SOCIETY

W = west

OFFICERS

E = east

- Chairman (E): John K Maynard, 29 Thick Hollins Drive,
Meltham, Huddersfield. Hudds 850 575
- Vice Chairman (W): Peter Freeman, 14 Burnell Court,
Heywood, Lancashire. Heywood 64468
- Treasurer (E): David L Finnis, 7 Ned Lane, Slaithwaite.
- Secretary (E): Robert Dewey, 28 Cinderhills Road, Holmfirth,
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COMMITTEE

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Dale, Huddersfield. Hudds. 862329
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Meltham, Huddersfield. Hudds. 850032
- Working Party Organiser (E): Ian M. Stott, 776 New Hay Road,
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74432
David Sumner (W): 36 Fold Crescent,
Carrbrook, Stalybridge. Mossley 2860
- Publicity (W): Les Winnard, 3 Fearnlea Avenue, Chadderton,
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- Membership Secretary (E): Mrs. Valerie Dewey (see Secretary)
- Sales Officer (W): Mrs Jean Buckley, 37 Edward Street,
Oldham. 061 624 4881
- West Side Secretary and Duplicator:
Audrie Kinnear, 73 Gower Street, Oldham.
Telephone: 061 624 5479
- East Side Secretary: Sue Sykes, 99 Scar Lane, Milnsbridge,
Huddersfield. Hudds. 659838

The opinions expressed in *Feminine Link* are not
necessarily those of the Editor nor of the Society

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

No 27

March 1979

Editor

Mrs Diane Charlesworth

Typing

Mrs Ivy Lodge and

Duplicating

Audrie Kinnear

Collating and Distribution East Side Members

CHAIRMAN'S REMARKS

The AGM is to be held on April 27th at Slaithwaite Town Hall, (see directions on page 6). I hope that as many of you as possible will be able to attend. This is your opportunity to make your voice heard and question the committee. We require nominations for officers and committee members for election at this meeting. Nominations to Bob Dewey or myself before the meeting if possible please but if not they will be accepted at the meeting. As I said last year, I will not be standing for election this year: for reasons and explanations see March '78 issue of Pennine Link.

At the moment it looks as if boating activities are going to be severely curtailed this year due to the actions of BWB staff in their fight for more support from the Government. Let's hope that this action will in the long run result in the long overdue maintenance on the waterways being carried out. Meanwhile, it is a little difficult to see how any progress can be made on our remainder waterway when the whole of the system is running rapidly into decay. However, we are gradually making progress in talks with BWB on the question of navigation of the tunnel; as usual it boils down to a question of money and a reluctance on BWB's part to let us go and kill ourselves and others in their tunnel!

In spite of the weather our new stand has been earning its keep and has been on display at various sites on both sides of the Pennines. It is at present in Ashton Library (last week in March); it then goes to Huddersfield for the Transport Exhibition (10/11 March). It will be at Uppermill Museum in April (the week before AGM); and then we hope to have it on show at the Annual General Meeting. (see inside back cover)

RESUME OF COMMITTEE MEETINGS

20 December 1978, Four Horse Shoes Inn, Milnsbridge.

Discussions and Reports

Treasurer's Report

East Sub-Committee: Christmas quiz - good attendance
Mikron Theatre to do production about
Huddersfield Narrow.

West Sub-Committee: Very busy - consternation about East side
Festival campaign underway.

Trust: Advantages/disadvantages/differences between - Trust/
Company/Society explained.

Publicity: New stand erected.

Sales: Jean Buckley welcomed - displayed some new items.

Annual General Meeting: to be held 27 April 1979 in Slaith-
waite Town Hall.

NOMINATIONS REQUIRED.

Reprint of membership leaflet done.

Action to be taken

West members to visit East members to give moral boost.

Trust: To recommend to AGM that we form HCS LTD (see article
on page 7 of this issue).

Festival: West side to lend £50 as float.

Publicity: New material to be prepared for stand

Sales: Investigate production of post cards; to keep Standedge
Tunnel prints and investigate framing; Towpath Guide
to be edited; Audrie Kinnear to keep Feasibility
Studies; revisions of studies to be considered;
Woolroad Warehouse: donation of £50 to be sent

To investigate possibility of buying/renting typewriter
with long carriage.

23 January 1979, The Diggle Hotel, Diggle

Discussions and Reports

Treasurer's Report

Countryside Guide (Saddleworth): cheque handed over

Insurance - 'all risks' considered with different company

East Side : Well attended plus visitors from West Side. Format of meetings discussed: David Milsom reaffirmed as Chairman; Sue Sykes to be secretary. Trip on Broad Canal fixed for 18 March 1979 - certificates being prepared for boaters getting to Aspley.

West Side : Mossley Report almost ready. Holiday proposed for HCS members. Some west members bought canal costumes.

Company : Secretary reported on discussion with solicitor
Trust : member who questioned the need to form a company.

Festival '79 West Festival progressing well.

Publicity: Ideas wanted for tow path guide; consideration given to desirability of printing instead of duplicating; estimates to be obtained.

Pennine Link: New or ex-demo model typewriters too expensive.

Action to be taken

To take out 'all risks' insurance cover on exhibition equipment and stocks.

Treasurer to stocktake.

West Side: Donation towards cost of canal costumes.

Company Trust Group : John Fryer to provide more information on pros and cons of forming company (See page 7 of this issue).

Tunnel Group to meet 8.2.79.

Publicity Car stickers to be pursued; display material to be progressed; to duplicate history of canal already compiled by Diane Charlesworth; to consider selling Boat Lane story; existing typewriter to be mended cheaply; to pay typist to do stencils of PL; Master list of addresses to be compiled on self-adhesive Xerox labels.

Shell Awards: Submission to be made: Tow Path Guide. Provision of steps at Queen Street South Bridge, Huddersfield.

Information signs at access points.

MEMBERSH(P

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

- 468 Geoffrey Thompson, [REDACTED]
- 469 P.J.Gutteridge and family, [REDACTED])
[REDACTED] link)
- 470 Marsden Community Assoc. [REDACTED]
- 471 Bob and Dorothy Isherwood, [REDACTED]
[REDACTED]
- 472 Peter Evans, [REDACTED]
- 473 R.J. Walker, [REDACTED]
- 474 G.K. Eckersley, [REDACTED]
- 475 B. Corbett, [REDACTED]
- 476 Andrew and Anne Eadon, [REDACTED]
- 477 Stephen and Janet Lewis, [REDACTED]
- 478 Philip Ritchie, [REDACTED]
- 479 Felipe Suarez, [REDACTED]
- 480 Christine Johnstone, [REDACTED]
[REDACTED]
- 481 Richard Hotchkis, [REDACTED]
- 482 Martin Willescroft, [REDACTED]
- 483 Laurence Sullivan, [REDACTED]
- 484 Patrick Warren, [REDACTED]
- 485 David and Kathryn Bottomley and family, [REDACTED]
[REDACTED]
- 486 Robert Bullock, [REDACTED]
- 487 Paul Morley, [REDACTED]
- 488 Eric and Anne Crosland and family, [REDACTED]
[REDACTED]
- 489 Graeme Kilner, [REDACTED]
- 490 John Swift, [REDACTED]
- 491 David Andrew, [REDACTED]
- 492 Martin, Frances and Zoe Harrisor, [REDACTED]
[REDACTED]
- 493 Alan and Lisa Stock, [REDACTED]
- 494 David Thrower, [REDACTED]
- 495 Anthony and Glynis Stopford, [REDACTED]
- 496 R.B. Woodhead, [REDACTED]

I apologise that several reminders sent with the last issue of Pennine Link had my old address. Also several reminders

went to the wrong people, and this will be why you may have received a second reminder this time without having had a first.

Finally, does anyone know the new addresses of the following members?

Christine Ellis formerly at 14 Mountjoy Road, Hudds.
Miss R. Nelson formerly at 32 Anscombe Walk, Manchester
H. Fisher ditto
A D Dawson formerly at 58 Welbeck Street, Whitwell,
Worksop.

Valerie Dewey

CANAL POUND NAMES

David Finnis found these names in an old fishing booklet of his. Can anyone else supply the rest of the pound names on the East side and all the pound names on the West side?

Lock 5 to 6	..	..	..	..	..	Stoney Battery
6 to 7	..	..	..	..	..	Sewerage, Milnsbridge
7 to 8	..	..	..	..	..	Crowther's
8 to 9	..	..	..	..	..	Wharf Pond
9 to 10	..	..	..	..	..	Whiteley St. Pond
10 to 11	..	..	..	..	..	Four Horse Shoes
11 to 12	..	..	..	..	..	Lock-keeper's to Leitch's
12 to 13	..	..	..	..	..	Swing Bridge or Aqueduct
13 to 14	..	..	..	..	..	Ramsden Mill Pond
14 to 15	..	..	..	..	..	Appleyard Pond
15 to 16	..	..	..	..	..	Rabbit Pond
16 to 17	..	..	..	..	..	Reed Pond
17 to 18	..	..	..	..	..	Cotton's Pond
18 to 19	..	..	..	..	..	.. Bucket
19 to 20	..	..	..	..	..	.. Mickle Pond
20 to 21	..	..	..	..	..	Sewerage, Slaithwaite
21 to 22	..	..	..	..	..	Spinning Co. Pond
22 to 23	..	..	..	..	..	Slaithwaite Bridge & Wharfe
23 to 24	..	..	..	..	..	Pearson's Pond
24 to 25	..	..	..	..	..	Willow Pond
25 to 26	..	..	..	..	..	Shaw Carr Wood

ANNUAL GENERAL MEETING

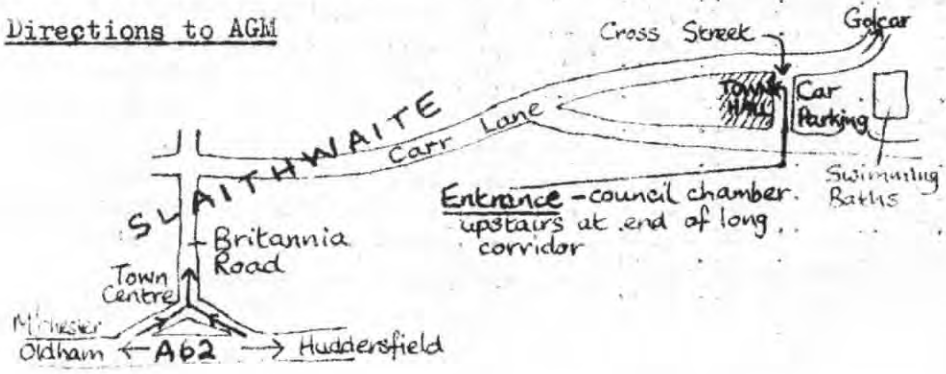
Notice is hereby given that the Fifth Annual General Meeting of the Huddersfield Canal Society is to be held on Friday 27th April at 8.00 pm at the Town Hall, Slaithwaite. All members are requested to attend to transact the following business:-

1. Apologies for absence
2. Minutes of 4th Annual General Meeting
3. Matters arising from the minutes
4. Chairman's report
5. Treasurer's report
6. Election of officers and committee members*
7. To receive a report on the feasibility and desirability of
 - a) Registering the Society as a Charity
 - b) Reforming the Society as a limited Company/Trust (see p 7)
8. Members' comments
9. Any other business

* The Committee consists of: Chairman, Vice Chairman, Secretary, Treasurer, plus eight additional members. Nominations in writing, proposed and seconded, should be sent to the Secretary at any time before the election (preferably before the date of the meeting).

Signed: Robert Dewey,
Honorary Secretary.
February 26 1979

Directions to AGM



LIMITED COMPANY, TRUST, CHARITY, FOR HOUS?

As no doubt some of the members are aware at the last annual General Meeting it was resolved to look into the question of forming the Society into a publicly recognised Charity and the writer was accordingly approached to advise. To obtain public recognition it is necessary for the Society to be registered as a Charity with the Charity Commission (one of the less well known Government Departments) which is possible provided the present constitution of the Society is substantially re-amended.

The re-amendment will either mean substantially re-amending the present constitution into a more extensive and comprehensive document or the adoption of a Trust Deed or the formation of a Company limited by guarantee in its stead. Re-drafting the present constitution is obviously the simplest cheapest and easiest thing to do but it is considered that in view of the fact that the Society expects to continue to expand at its present rate and also in view of the long term aims of the Society a re-drafted constitution appears inadequate.

The Society could also adopt a Trust Deed as its governing instrument which, similar to a constitution, would set out all the powers, duties and liabilities of the Society, or more particularly the Trustees, who would need to be appointed to act on behalf of the Society. All actions against the Society would then be against the Trustees personally and they could of course bring an action against a Third Party in their own names. In addition all the assets of the Society would be vested in the Trustees who could no doubt be granted powers to mortgage charge lease sell purchase or otherwise deal with any of the Society's property. The powers and duties and responsibilities of a Trustee are onerous and the Trust itself is of course subject to the retirement dismissal or death of the Trustees. Whereupon it is necessary to alter the Trust Deed itself.

The overwhelming problem with both a constitution and a Trust Deed is that the Society as such has no distinct legal personality and accordingly from time to time certain members of the Society would be asked to be personally liable for acts of their co-Members. This as you may

appreciate is a very onerous responsibility and therefore after lengthy discussions the Committee Members are suggesting that the Society adopts the third type of governing instrument namely the Company limited by guarantee. Forming the Society into a Limited Company is obviously the most expensive form and will necessarily involve £50 capital duty on the registration of the Company. In addition the Company will require a nameplate and the governing instrument namely the memorandum and articles of association will require printing. In comparison the cost of producing an amended constitution or a Trust Deed is negligible but the Company has an over-riding advantage in that the Company itself is a distinct legal person so the extent that any member of the Company of Court proceedings were brought against it would only be liable to pay the amount they guarantee to pay on the signing of the memorandum and articles of association or the formation of a Company, for example, £1 or £5. There will be no personal liability other than this upon any Member.

The memorandum and articles should also contain the power duties and obligations to which the Company is subject but should no specific mention be made then the Company is subject to the stringent and exhaustive provisions of the Company's acts. Compliance with the terms of the acts will involve certain obligations upon the Society the most familiar of which is the annual return to the registrar of Companies setting out basically the reports of the Directors and auditors and submitting the annual audited accounts. The Company must also keep statutory books which will also have to be purchased and it must have a Company seal.

As many of you are no doubt aware other Societys such as your own have already adopted the Company form and by far this is the most appropriate type of governing instrument. Members may consider at this stage that the Company is by far too unwieldy for their purposes and unnecessarily complicated. However, it is important to put the matter in perspective. The Company will be the basis of all the Society's future business and can remain in existence for hundreds of years. The aims of the Society are by definition long term and will eventually involve a large amount of finance. It is important that the stage should be set as it were as early as possible.

If any Member should wish to discuss this matter further or has any particular point to make prior to the next annual general meeting, please do not hesitate to contact a Committee Member or indeed the writer.

J. M. Fryer, LL.B., LL.M., A.L.C.M.
with Ramsden, Sykes & Ramsden,
Solicitors,
4 New North Parade, Huddersfield.

SOWERBY BRIDGE CANAL FESTIVAL

The Festival will be held on 28/29 April. All boat crews, Canal Societies, and IWA members welcome.

West Riding of Yorkshire Collection (Halifax) will be running vintage double-decker bus trips from Scwerby Bridge Canal Basin to the summit pound of the Rochdale Canal calling at places of interest on the Rochdale Canal and also the Piece Hall at Halifax. Departure will be at 1 pm on both Saturday and Sunday. There is to be no charge but DONATIONS will be appreciated. To secure your place telephone Beryl Glendinning on Ripponden 3632.

CANAL COSTUMES

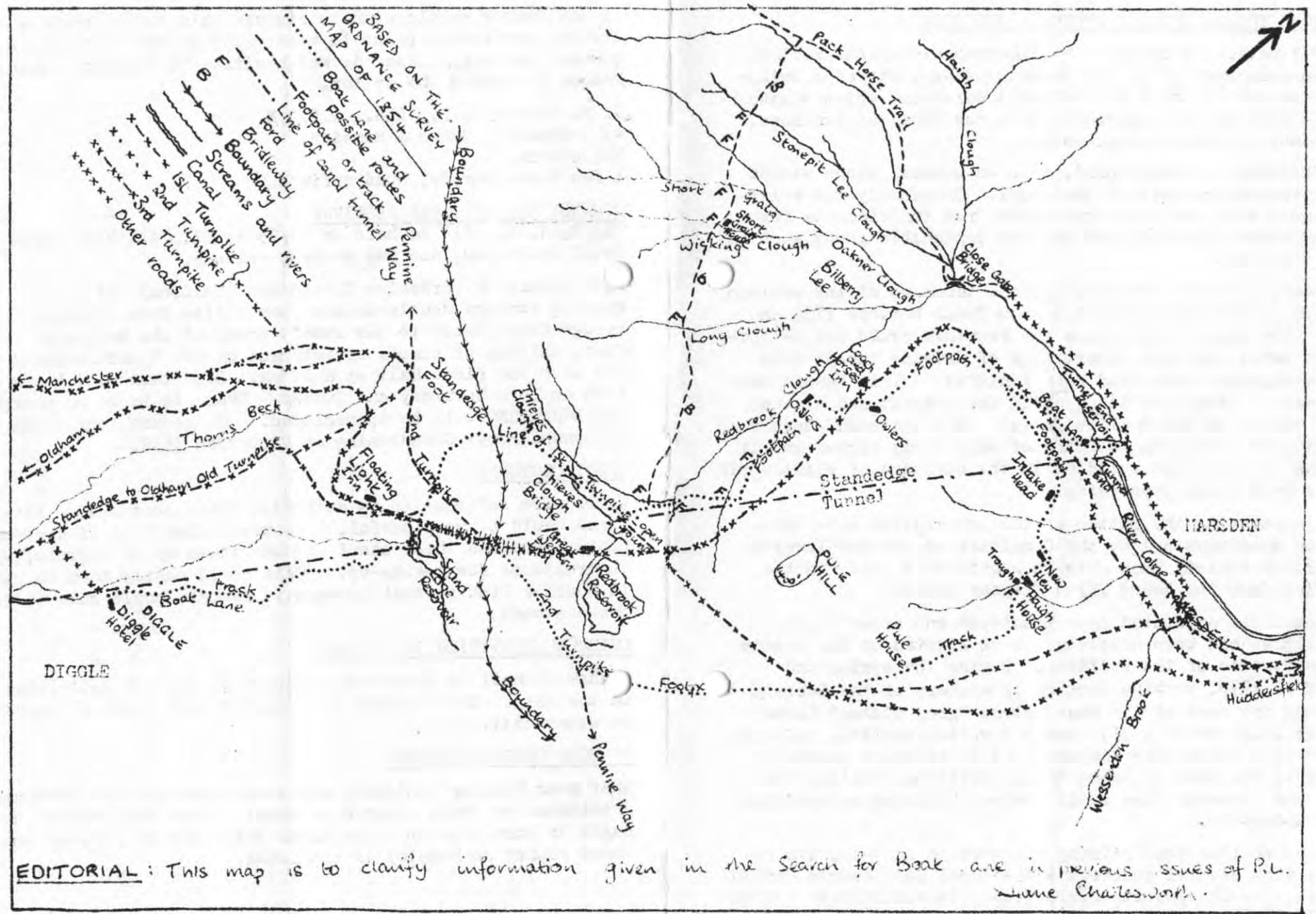
We require information on authentic canal costumes. Pictures would be very useful. It would also help if someone could translate these canal costume ideas on to a graph, with instructions for making-up. This could easily then be put in Pennine Link so that interested members could make their own costumes.

LEISURE ACTIVITIES FOR OLDHAM

Oldham Council is preparing a report on leisure activities in the area. David Sumner is liaising with their officers on water activities.

BY BOAT THROUGH MOSSLEY

Last year Mossley residents expressed interest in operating a tripboat on their stretch of canal. West Side members have begun to form a group to progress this idea as soon as our canal report on Mossley is completed.



EDITORIAL: This map is to clarify information given in the Search for Boak and in previous issues of P.L. Lane Charlesworth.

WOOLROAD TRANSHIPMENT WAREHOUSE, DOBCROSS

In 1977 several members of Saddleworth Historical Society became concerned about the deteriorating state of a building known as Woolroad Transshipment Warehouse which stands on the side of the Huddersfield Narrow Canal at Dobcross, Saddleworth, Greater Manchester.

The building is stone built, with an unusual stone slated roof overhanging part of the canal. Originally the building would have provided protection from the elements for narrow boats unloading and loading perishable goods such as wool and corn.

The canal basin at Woolroad was the terminus of the western section of the Huddersfield Narrow Canal between 1799 and 1811. The canal link across the Pennines could not be completed until the huge undertaking of driving the $3\frac{1}{4}$ mile long Standedge Tunnel had been finished. This tunnel took 17 years to drive and it is still the longest and highest canal tunnel in the British Isles. The Woolroad Warehouse is the last remaining building of this early period and it is thus an important building in the heritage of Saddleworth and is well worth preserving.

After discussing the matter of the restoration with the British Waterways Board, the Committee of the Saddleworth Historical Society were able to negotiate a lease on the building from the Board for a 21 year period.

The Committee appointed four trustees* and after legal formalities had been completed, work started on the repair and renovation of the building. During the spring and summer of 1978, working parties of members of the Society stripped the roof of its heavy stone "grey slates" (some were as large as 4' x 4'), removed rotten purlins, rafters, battens and ridge tree timbers, and in addition generally tidied up the land adjacent to the building, cutting the grass and removing some small bushes that were undermining the foundations.

At the same time fund raising was started and help was received from several quarters - the local Saddleworth Parish Council, the Saddleworth Civic Trust, Industrialists and many members of the public. To date £350 has been given towards the cost of restoration.

During the autumn of 1978 timber was purchased and a start was made on replacing all the rotten wood in the roof. In addition, four massive octagonal oak posts have been ordered as the posts at present holding up the cantilevered roof have rotted.

Work will progress steadily during the coming months and it is hoped that in 1979 the building will be made completely 'wind and watertight' - a condition of the lease from B.W.B.

Several ideas have been put forward as to the future use of the building, but initially it will be used as a much needed store for the Society's excavating equipment and as an overflow store for Saddleworth Museum.

Recently, offers for help towards the landscaping and tidying up of a much larger area, surrounding the river and the canal, have been made by Oldham Metropolitan Borough, and so what started off as a simple restoration project may well result in a whole tract of semi-derelict land being turned into an attractive area that could be a credit to the district.

D. Chadderton

FOOTNOTE * David Chadderton is Vice Chairman of Saddleworth Historical Society, is a Trustee of the Woolroad Warehouse and has been a member of the Huddersfield Canal Society for over three years.

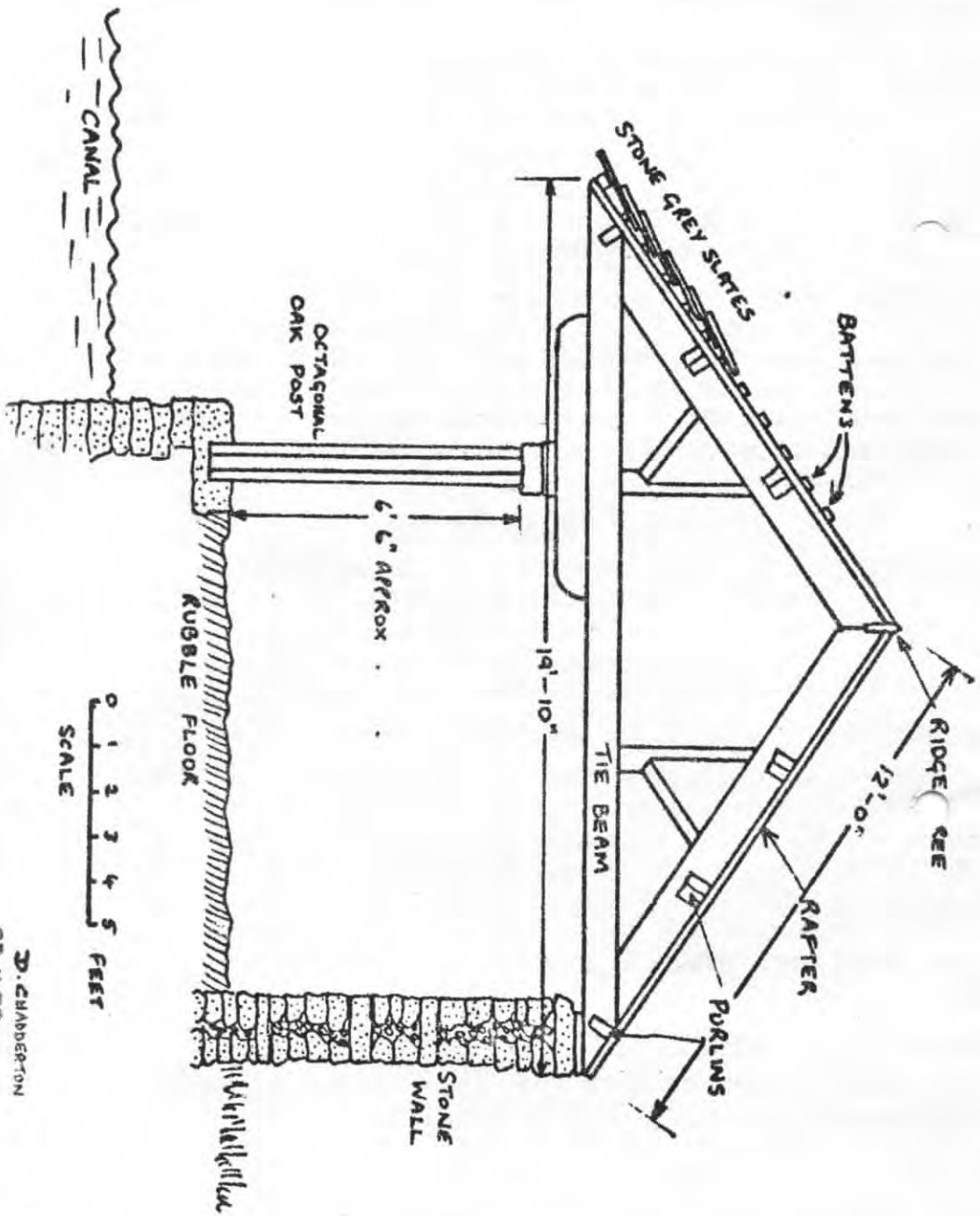
HUDDERSFIELD NARROW CANAL EXHIBITION

From March 24 to April 22 HCS, in association with Saddleworth Historical Society, will be presenting an exhibition about the Canal. It will have particular features about the Woolroad Warehouse and the Stalybridge Aqueduct. The exhibition will be in the Saddleworth Museum, Uppermill. Opening times are 2.30 pm to 5.00 pm on Wednesdays, Saturdays, and Sundays with probable extra openings on Bank Holidays.

Sketches for Pennine Link

Good clear, black and white sketches of scenes of canal are urgently required for PL covers.

WOOLROAD TRANSHIPMENT WAREHOUSE:
DIAGRAM OF ROOF TRUSS



MARSDEN FESTIVAL

Following the success of our previous two festivals, the Committee have been looking at possible directions for festivals. West members have been working closely with residents' groups in Mossley, and later this year, another Tameside Festival will take place. The East members felt that association with an established group would be beneficial to both parties. Accordingly, an approach was made to the Marsden Festival Committee and the Secretary attended a meeting on a snowy night in January. The local people were very interested, and on 22nd February, 4 members of the Committee attended a further meeting.

The Society has suggested that trail boats would be launched on the Summit pound and could cruise up and down between the tunnel and Marsden Station. It is hoped that a trip boat could be provided to take people to the mouth of our historic tunnel.

If you have a boat which can be trailed, the Committee urge you most strongly to bring it to Marsden on the 8th and 9th September.

If you need transport, or other assistance, the Society may be able to help. Please don't let us down! Any local people willing to help with the organisation, either now, or on the day, please get in touch with any member of the Committee.

CAMPAGNE SEND OFF

In April, the first prize winners of the 1978 Tameside Canals Festival will take their prize - a weeks holiday on a boat from Mayfarer Narrow Boats, Portland Basin. Member John Porter has offered a bottle of champagne to the winners who will also receive one year's free membership of HCS. It is hoped they will receive a send off with HCS members in traditional canal costume.

TAMESIDE CANALS FESTIVAL '79

Offers of physical help on the days of the festival are needed and will be gratefully accepted. Still required are more trade stands and entertainment (free of charge). If anyone has any contacts in respect of the above please pass on names to Committee members.

AN ADVENTURE OF ULYSSES DIGGLE (cont)

Ulysses remembered his emergency kit, out came the nail and he pushed that firmly into the ground, and then he threw the string over one of the branches and fastened the end to the nail. Holding tightly to the other end of the string, Ulysses began to climb. It was a good job he was still in good conditions, but he was very tired when he reached the top.

He edged himself to the end of the branch and pulled off a pod. He bit a little piece out of it just to test the quality. Mmm!. This will make very good Diggle rock. He filled his emergency bag almost to the top, and then quickly slid down the string, rolled it up and put it in his bag. On his way back to the tunnel entrance he remembered his nail. That nail was one of his prized possessions and he had no hesitation in returning to pick it up.

Suddenly, Ulysses heard footsteps coming along the path towards him and he hurriedly tried to hide in the undergrowth. He had just managed it when a large dog snuffled past. 'Phew! Thank goodness he's gone' thought Ulysses and, being curious, poked his nose out to see what was happening. The dog was sniffing about in the flowers and so Ulysses froze on the spot. The dog lifted his head, took a few deep breaths and then looked straight at Ulysses.

'The aniseed' he thought, 'the dog can smell me. What can I do now?' While he was thinking about that the dog ambled over, sniffed at Ulysses and picked him up.

Ulysses was not hurt, though a little bit anxious. He could see the dog was heading towards the tunnel and was grateful for that. However, they turned off the towpath and headed for the moors.

(to be continued)

Diggle makers required

We need more people to make Diggles which can be sold in support of HCS. Anyone interested please contact any Committee member.

SERIAL: HUDDERSFIELD NARROW CANAL 1792
TO PRESENT DAY - compiled by Diane Charleswo4th

By 1837 trade had much increased as is shown by the number of carriers in White's Directory :

'Buckley, Kershaw & Company to Hull, Manchester, Liverpool, etc., daily.

'Carver, Driver & Company to Manchester, Liverpool, Dewsbury, etc., daily.

'John Kenworthy & Company to London, Manchester, Stafford, etc., daily.

T. & W. Marsden to Manchester, Liverpool, Hull, etc. daily.

'L. Dyson to Manchester, etc., twice a week.

'Deacon & Company to London, etc., daily.

'Pickford & Company to London, Birmingham, Bristol, Manchester, etc., daily

It is interesting to note that the canal came earlier than the third turnpike road, (ie the (New) Manchester Road up the Colne Valley). Two reasons suggested were that narrow boats were capable of hauling tremendous loads, therefore, this type of transport was much cheaper, and also, it was an escape from statute labour (ie statutory road building duties for every man living in the area, up to 1835). As the "Terrier" extracts show, heavy goods such as lime and coal could be carried. Also, the cost was borne by the Canal Company, a private concern, and not the landowners and their tenantry. However, another reason and probably the most important, was that the motive force behind the upsurge in canal building was the woollen industry' it was totally dependent on good transport to keep business going: and mention has been made of how the future prosperity of Huddersfield was influenced.

In 1846, the Huddersfield (Narrow) canal and the John Ramsden (Broad) Canal became owned jointly by the Huddersfield Railway Company, and in 1847, they became owned by the London & North Western Railway Company. A price of £150,885 (again, one of several prices mentioned) was paid for the Huddersfield (Narrow) Canal.

In 1849, the railway line from Huddersfield to Stalybridge was opened.

Up to the opening of the railways, all materials required by the textile industry had been brought by canal, then most of the goods transferred to the railway. However, the railway company did encourage heavy minerals to go by canal, e.g., there was a 25% reduction in coal charges; much stone was shipped to Lancashire from Marsden; and the railway company did have their own boats for transportation of corn.

In 1853, a Mr. John Mellor was wharfinger at Canal Office, near Engine Bridge, Huddersfield, and vessels owned by Law Dyson and others operated.

In 1866 there still existed the L & NWR Canal Office with the office manager and agent: Kenworth & Company; Lay Dyson also still operated.

In May 1875, the London and North Western Railway (New Lines) Bill went before Parliament, and evidence was heard in connection with it. One witness, Edward Greenwood, was the local canal engineer stationed at Huddersfield: he had been employed by the Huddersfield Canal Company in 1832. He stated that boats from the Aire and Calder rarely went up the Colne Valley, and stoppages occurred there quite often: in 1849 a stoppage lasted 8 days, in 1852 - 35 days; in 1854 - 23 days; in 1868 (drought year) - 66 days. The cause of the stoppages was insufficient water in the summit pounds. (This hardly seems feasible as the Huddersfield Narrow is known to have a plentiful supply of water, and indeed, as has already been shown, between 1811 and 1845 the traffic was considerably heavier and the canal was not known to have water shortage problems then). There was also an early stoppage at Whitsuntide for maintenance and inspection purposes. A certain William Bartholomew of the Aire and Calder Navigation also gave evidence: he said that narrow boats had been built by his company between 1856 and 57 for use on the Huddersfield (Narrow) Canal; but traffic had not been encouraged and when stoppages occurred boats went via the Calder & Hebble and Rochdale Canals into Lancashire.

The above evidence would suggest that the Company were trying to dampen down business on the Huddersfield (Narrow) Canal, and in fact, over the years trade did disappear.

WATERWAYS PRESS RELEASES

Canal Stoppages - 2nd February, 1979

' In the interests of public safety the BWB, on the advice of their engineers, have decided to close to navigation, for a period of time, certain structures on their cruising and remainder waterways.

' The effect which this decision may have on pleasure craft cruising during the coming season will be discussed at a meeting on the 8th February, 1979 which the Board have arranged, with representatives of those who use the waterways for recreation

Public Safety and the Waterways - 15th February 1979

' The BWB regret to announce that in the absence of any solution to the continued industrial action by members of their non-manual staff, further measures are being taken as a matter of urgency in the public interest

Industrial Dispute - Joint Statement by the Board and Trade Unions - 5th March 1979

' The BWB and NALGO and TSSA, the trade unions representing most of the Board's non-manual staff, announced today that they had reached agreement on a general increase in salary levels. ACTS will inform the Board of their decision on 7th March.

' The agreement is within the guidelines laid down in the Government's white Paper 'Winning the Battle against Inflation' and the effective date is 4th September 1978. It involves a general increase of 5%, plus about 1% representing the Government's special concession for low pay. In addition, an increase of 3% will be paid for productivity linked to the substantial expansion of the Board's activity in respect of the arrears of maintenance programme and the improvement of the South Yorkshire Canal

WELCOME TO HUDDERSFIELD BROAD

BWB have agreed that a sign may be erected at Cooper Bridge welcoming boaters to the Huddersfield Broad Canal.

LETTERS

The following is a letter received from Mr. T.L. Roberts
56 Radcliffe Road, Golcar

Norris

Dear Mrs Charlesworth,

I am the Labour candidate for the Golcar and Linthwaite ward at the forthcoming council election and am writing to ask for the support of members of the Canal Society. Some of you will probably react in horror at the bringing of politics into the question of the future of the canal. Such a reaction would be naive. Only 'politics' will reopen the canal. Without the support of councillors prepared to turn down planning applications threatening the line of the canal and to adopt positive policies for its restoration, no amount of voluntary effort will succeed.

I have been a member and enthusiastic support of the Canal Society for several years. I see the canal as one of Colne Valley's greatest assets and wish Kirklees to adopt a policy directed towards its eventual restoration for navigation and its immediate use for informal leisure. In particular the long pound below Golcar should be dug out to create better angling facilities and to allow boating. The Council should investigate the possibility of buying or compulsory purchasing part of the canal as a way round some of the problems preventing action at this time. In view of the economic and leisure advantages to the Colne Valley this would be a right and proper use of rate-payers' money.

I would not pretend that all members of the local branch Labour Party are sold on the idea of reopening the canal, although strong support for the aims of the society was given in the branches evidence to the West Yorkshire Structure Plan. I would, therefore, like to invite a representative of the society to come along to a branch meeting to explain the potential of the canal for benefiting the locality and to show what has been achieved in other, more enlightened, parts of the country.

NALGO

In January PL we reported that NALGO members of HCS had

Chairman's remarks continued

for all of you to see before moving smartly on the next day to the West Riding Branch of the IWA Rally at Fowerby Bridge. Which brings me to my last appeal. As you can see the stand is very active and moves around a lot and, as usual, the work of transport, erection and manning always falls on the same few willing helpers. If you live in the area please offer to give us a hand even if it is only once for only an hour or two. Just get me or any of the committee a ring, or drop us a line. We are very friendly and it is quite painless, but please, we do need some help.

I hope to see you at the Annual General Meeting.

John Maynard

SADDLEWORTH COUNTRYSIDE GUIDES

Work still continues with the Civic Trust and other societies on the two guides for the Saddleworth area. HCS has loaned £100 as starting capital. The total cost will probably be over £2,000 but half is hopefully coming from the Countryside Commission.

INTERESTING MILL

It is reported that a mill adjoining the canal near Mottram Road, Stalybridge is an excellent example of a canalside building. We are contacting Millwood Rubber Company for permission to visit and photograph.

QUESTIONNAIRES

Thank you for returning completed questionnaires.

R.J. Walker - Manchester 9
W.J. Joy - Huddersfield.

D I A R Y

- Mar 14 8.00 pm West Meeting, Hunters Tavern, across Lake Stalybridge.
- Mar 24/Apr 24 Huddersfield Maroon Canal Exhibition, Uppermill Museum.**
- Mar 28 8.00pm *The Calder Canal by Peter Whitehead
- Mar 29 8.00pm East Meeting, The Commercial, Slaithwaite.
- Apr 11 8.00pm West Meeting, Commercial, Uppermill.
- Apr 13 Diggle Barrel Rolling Race.
- Apr 19 8.00pm East Meeting, Four Horneshoes, Milnborough.
- Apr 25 8.00pm *Canal Films by John Maynard
- Apr 27 8.00pm ANNUAL GENERAL MEETING, HCS,**
SLAITHWAITE TOWN HALL.
- Apr 28/29 Coverby Bridge Canal Rally.**
- May 9 8.00pm West Meeting, Tollerache Arms, Mossley.
- Mar 12/13 Transport Exhibition, Orange Arts Centre, Oldham.**
- May 17 8.00pm East Meeting, The Commercial, Slaithwaite.
- May 19 Mossley Carnival.**
- May 23 8.00pm *General Discussion night.
- Jun 13 8.00pm West Meeting, Hunters Tavern, across Lake, Stalybridge.
- Jun 18 8.00pm East Meeting, Railway, Mursdon.
- Jul 2 Micklehurst Sugar Fair (Mossley).**
- Aug 5/6 TOWNWIDE CANAL FESTIVAL **
- Aug 19 Oldham Show**

- * Joint meeting of HCS and Peak Forest Canal Society, Oldham Community Centre, Greaves St.
- ** HCS Stand expected to be present.

M.C.S. CANAL HOLIDAY

Society members have now booked an 8/10 berth berth agreement for two weeks commencing 22nd September, 1979. The hire base is Shardlow, near Derby, on the Trent and Mersey Canal. Places are available for more people to join the party for as long or as short as they wish.

CONTACT: Peter Freeman, 14 Sunnall Court, Heywood, Lancs.