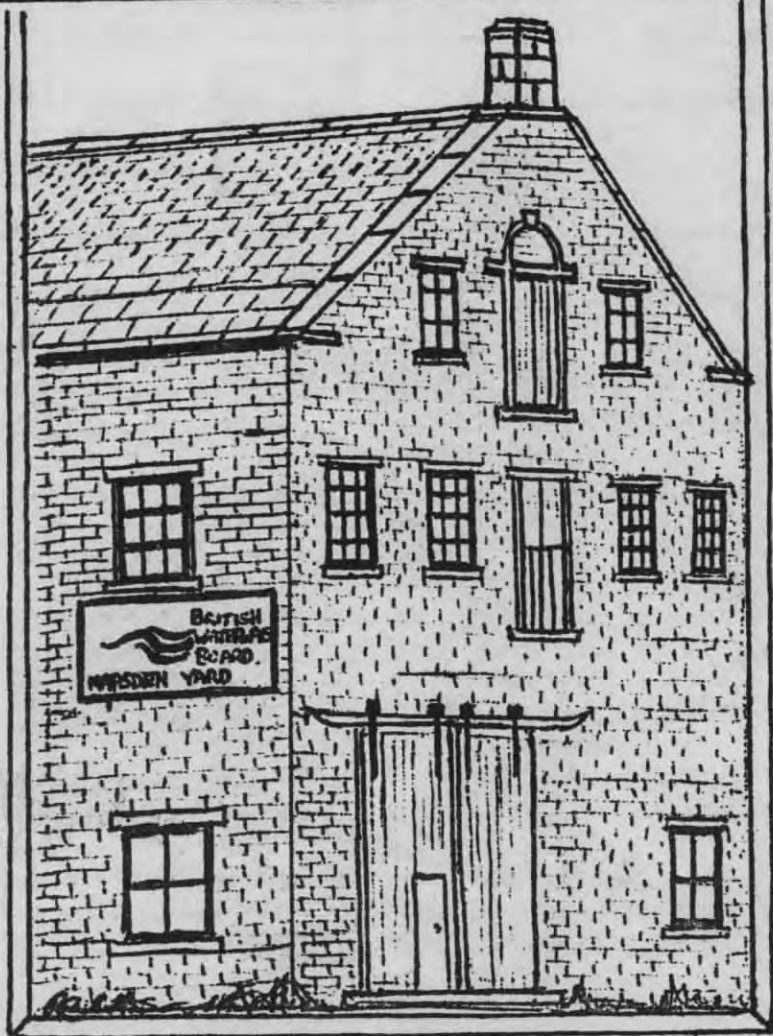


28?

HUDDESFIELD
CANAL
SOCIETY

PENNINE LINK



HUDDERSFIELD CANAL SOCIETY

OFFICERS

- Chairman (E) : Chris Farrar, 'Stillwaters', Wall Royd, Denby Dale, Huddersfield. Hudds. 862329
- 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, Huddersfield. Holmfirth 5022

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- Colin Chadwick (W), 10 Longridge Avenue, Stalybridge, Cheshire. SK15 1JG. 061-338-5123
- Mrs. Diane Charlesworth (E), Editor, Bank Stone, Lingards Road, Slaithwaite. Hudds. 842181
- Trevor Ellis (E), 20 Batley Avenue, Marsh, Huddersfield. Hudds. 34660
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- David Wilson (E), East Side Chairman, 194 Huddersfield Road, Meltham, Huddersfield. Hudds. 850032
- David Sumner (W), 36 Fold Crescent, Carrbrook, Stalybridge. Mossley 2360
- Les Wipward (W), Publicity Officer, 3 Fearnlea Avenue, Chadderton, Oldham. 061-638-2690

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- Membership Secretary: Mrs. Valerie Dewey (see Secretary)
- Sales Officer: Mrs. Jean Buckley, 37 Edward Street, Oldham. 061-624-4881
- West Side Secretary: Audrie Kinneer, 73 Gower Street, Oldham. 061-624-5479
- East Side Secretary: Sue Sykes, Pear Lane, Golcar, Huddersfield.
- Duplicator: Roy Charlesworth (see Diane Charlesworth)

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

PENNINE LINK

THE JOURNAL OF THE EUDERSFIELD CANAL SOCIETY

No. 28 28

May 1979

Editor : Mrs Diane Charlesworth.
Typing : Mrs Ivy Lodge and Sue Matthews
Duplicating : Roy Charlesworth.
Collating & Distributing : East Side Members

Editorial - Boat Lane (continued)

There seems to be no question of the route of Boat Lane on the Diggle side, this seems straight forward, but the Marsden side of Standedge poses problems due to the changes, in the form of road building which have taken place over the years.

On the 1854 map there is no direct track to Short Grain House, therefore, it would appear that the bridleway connected Short Grain House with the ancient packhorse trail and the 1st Turnpike, and was nothing to do with Boat Lane. However, on further examination of old maps there were old tracks and footpaths (passing round the South side of Pule Hill) which connected with Ainsley Lane known locally in Marsden as Boat Lane, and Old Mount Road, from where they could connect with the 1st, then 2nd turnpike and follow the route over to Diggle, as first indicated by Miss Dawson (see map last issue).

I have since spoken to Bob and Travis Flint, Sheep farmers, who know the area well, who agreed they understood the route to go round the North side of Pule, as indicated on the map in the last issue. They were, however, not familiar with the section between Owlars, near Redbrook Clough, and the point where the path almost passes over the line of the tunnel. Bob and Travis Flint did not think that Boat Lane went round the South side of Pule Hill and said that the ground was too rough between Intake Head and Haigh House for Boat Horses to traverse. Miss Dawson, however, took us right to Mount Road, but unfortunately did not know her way down into Marsden from there; but it seems unlikely that any route other than round the South side of Pule would have been taken from that point.

The next steps now are to go out walking with Howard Banforth (one of our members and the Colne Valley Society's footpath expert, and see what appears to be most feasible from the ground. Also, I hope to get a complete article: 'The Search for Boat Lane' with map, printed in the Colne Valley News, and hope that I can gain additional help and information as a result of this.

CHAIRMAN'S REPORT - Given at Annual General Meeting, held 27th April, 1979, at Slaithwaite Town Hall

In giving this report I would like to emphasise that it is a report on the work carried out by both the committee and many other members - not my personal achievements.

Your committee has been very active over the year having met ten times in full-committee as well as many other times as sub-committees.

A very successful rally was held at Ashton in conjunction with the Peal Forest Canal Society and England Waterways Association and we are grateful to the Peal Forest Canal Society for donating their share of the profits to us. A repeat of this event is to be held this year on the 4th and 5th August.

Our caravan, on loan from Goodalls, had come close to the end of its useful life and has been returned. In its place we have a new stand, and a new tent. Both the caravan and stand have attended many rallies and festivals throughout the year.

We have formed a number of sub-committees for various purposes and our East and West side meetings continue; the West Side being particularly successful with useful co-operation from local amenity societies.

We have also co-operated with the Rochdale Canal Society over objections to the M6 blocking the canal, and with the restoration of Wooldale Warehouse. During the year we joined the Calder Navigation Society (members of which we thought we had been since our formation). We joined with Inland Waterways Association in IWALK on the West Side of the canal; this was a great success raising some £213 for our funds.

No working parties as such were held during the year but a dedicated few carried out restoration work on the Polytechnic cranes in Huddersfield before winter closed in. A study is being carried out into alternative lock-gate materials but with little success to date; and a notice board has been prepared for erection at the entrance to the Broad welcoming visitors.

Our note-paper and membership forms have been redesigned with our new logo. We are hoping to produce some car stickers shortly.

During the year our delegate attended a meeting of the proposed NW Federation of Canal Societies, but your Committee feels this to be a superfluous organisation and decided we should not join.

Negotiations for reopening the Huddersfield Road Bridge have lapsed for the time being due to pressure of other work.

A sub-committee on opening up Standedge Tunnel and running a trip boat has been formed and has met when snow permitted.- again, money and BWB caution are the main obstacles.

Pennine Link continues to flourish and we hope it is what you want. You are the best judges of this but, personally, I think it is very good. We are also hoping to produce a Towpath Guide, but a lot of work (and money) is involved.

I have always refrained from mentioning any committee members, non-committee officers, or members, by name, but I must break this rule to thank Derek Walker for putting on a one-man-show at the IWA National Rally without whom we would have had no stand.

Finally, our canal is not an isolated waterway and we cannot expect to get anywhere with restoring it when the rest of the system is being allowed to fall into disrepair. So I would ask you all to do your utmost to pressure both BWB and Government not only to restore our canal but to maintain the existing waterways.

John K. Maynard

RESUME OF COMMITTEE MEETINGS

21 February 1979, Junction Inn, Marsden

Reports and Discussions -

Treasurer's report

Sub-Committees - East: Cancelled due to snow.

West: Mossley report near completion;
to look into trip boat at Mossley.

Boat/tunnel - Meeting taken place; minutes circulated.

Festivals - Tameside progressing well;

Marsden: Meeting between secretary and
Marsden Village Festival Committee - are
enthusiastic.

Chris Farrar and Trevor Illis reported on meeting with
North-West Federation of Canal Societies - decided
not to join.

Further discussions re. formation of Limited Company,
Charity, Trust.

Car stickers being made.

Nominations accepted for Annual General Meeting.

Action to be taken -

Sub-committees - West: to provide information on canals
to ask Oldham MB for their report on leisure activ-
ities; meeting to be held to sort out exhibition
material.

Boat - to obtain commercial cost estimate.

Limited Company - to recommend to AGM that a Limited
Company with charitable status be formed.

Policy - to hold policy meeting.

Chris Farrar's entry to Shell Award for notice boards
going ahead.

Special Policy Meeting 14 March 1979, Great Western, Standedge.

Agreed to ask main committee to form following sub-
committees on a formal basis -

- | | |
|------------------|-------------------------|
| i) Finance | ii) Marketing/Publicity |
| iii) Exhibitions | iv) West and East |

Each Sub-committee (except West and East) to have about
5 members, probably taking 2 committee members, the
rest to be co-opted.

25th March 1979, Tollemache Arms, Mossley

Reports and Discussions -

Treasurer's report

Pennine Link taking longer to produce due to involvement of more people.

Minutes of policy meeting accepted.

Quotes received for printing of Mossley report.

Tow path guide working group formed - estimated 4,000 to 5,000 copies will be needed.

Nominations received for committee.

Sub-committees - East: boat trip and walk cancelled due to snow. Mikron to be under-written to extent of £85 for appearance at Marsden Festival (but unlikely to be necessary).

West: trip boat from Upperrill to Dohcross could well attract grant from Oldham lotteries.

Boat/tunnel - last meeting snowed off.

Derek Walker had discussion with Dudley Canal Trust.

Quotes for boat obtained.

Three members met Mining and Principal Engineers, Leeds.

Photographs of tunnel obtained.

Work continuing, but more money needed to make safe for public passages.

Action to be taken -

Society typewriter and duplicator to be moved to Diane and Roy Charlesworth's house - Roy to operate duplicator.

To purchase good reconditioned typewriter for typing Mossley report and then printing to be done by Quik-print.

To reproduce feasibility study as before.

Sub-committee - East: boat trip to be booked again.

Representative to go to Pennine Park Association meetings.

ANNUAL GENERAL MEETING - 27 April 1979

AGREED

ECS be formed into a Limited Company

THAT

and to be registered as a Charity.

MEMBERSHIP

I would like to welcome the following new members:-

- 497 John Gettrup, [redacted] d, [redacted] don. [redacted]
498 David and Mary Aldington, [redacted]
Stalybridge.
499 Linda and Vincent Edwards & Family, [redacted]
[redacted]
500 Alan G.Mapplebeck, [redacted]
Dewsbury.
501 Christopher Kelly, [redacted]
502 Peter Lancaster, [redacted]
503 Joyce and Philip Calverley, [redacted]
Sheffield.
504 Russwell Canal Boats, [redacted]
505 Joan and Kenneth Eiden, [redacted]
Oldham.
506 Eric and Malinda Jackson & Family, [redacted]
Ashton-u-Lyne
507 John Stanger, [redacted]
508 Jean Carter, [redacted]
509 Mrs.Jean Bennett and children, [redacted]
510 Robin Witter, [redacted]
511 Susan Walden, [redacted]
512 B.R.Badminton, [redacted]
513 Harold Flood, [redacted]
514 John Brooks, [redacted]
515 Peter P. Wild, [redacted]
516 Christopher and Christine Gade, [redacted]
Wakefield.
517 Alexandra Crippa, [redacted]
518 B.T.Garforth, [redacted]
519 Anne Taylor, [redacted]
520 Peter Hildrew, [redacted]
521 Graham Collett, [redacted]
522 Mr. and Mrs. Roger Taylor, [redacted]
Oldham.

It is pleasing to notice that the exhibition in Uppermill Museum, Saddleworth has brought us many new members.

Valerie Devey

OBJECTION TO WEST YORKSHIRE STRUCTURE PLAN

On behalf of the Society John Maynard wrote objecting to the Structure plan:-

'We welcome the recognition of the canal system as a recreational and environmental asset.

'We are surprised that a 'Structure Plan' should go into such details as to mention individual blockages on the Huddersfield Narrow Canal. But as it has been raised we must object to these points:

- ' a) We agree that a six lane highway crosses the canal at the Huddersfield end but there is sufficient head room between the existing road level and the water level to make a culvert for boats to pass possibly with only relatively minor works.
- ' b) We take exception to the description of Standedge Tunnel as 'dangerous'; this is tendentious, as 'dangerous' is comparative and a matter of opinion. The Fraenkel report on the waterways describes the condition as 'fair'. Work is being carried out by BWB to renovate and repair the tunnel - which is used as a water channel - and negotiations are in progress as to the degree of security and assurances required before navigation can be permitted.

'We agree with L9 except for the reference to L10. L10 effectively negates L9 by leaving the door wide open for future development on the line of the canal. Recreational use can be made of the canal without complete restoration to through navigation, but only in a very parochial and restricted manner. This attitude seems strange in a document conceived by a County Authority that should be looking to wider issues.

'The Huddersfield Canal is not only a vital link between the waterway networks of Yorkshire and Lancashire but a unique waterway within the United Kingdom and should be viewed in this light.

'Not only is it the highest canal in the country but contains the longest canal tunnel. If reopened to navigation both the canal and the tunnel would attract tourists.

'Our Society has shown that restoration is feasible - only 2% of its length is blocked - and has the support of many amenity societies and organisations on both sides of the Pennines.

'Detailed plans for restoration have been published by our Society (copies enclosed) which we would like to submit as evidence to support our claim that the Structure Plan should be modified by the deletion of L 10 and inclusion of a statement to the effect that the line of the canal will be protected under all circumstances, so as to allow eventual restoration to through navigation.'

REPLY TO ABOVE LETTER FROM THE DEPARTMENT OF ENVIRONMENT

TOWN AND COUNTRY PLANNING ACT 1971 (AS AMENDED)
WEST YORKSHIRE STRUCTURE PLAN

'Thank you for your views on the West Yorkshire Structure Plan. They will be considered carefully, along with all other representations made in response to the published notice.

'Before deciding whether to approve the Structure Plan, the Secretary of State will appoint a Panel, with an independent Chairman, to examine in public particular issues about which he feels he needs further information. (This is unlikely to cover all the points raised in representations.) The matters for examination have not yet been chosen, so I do not know whether the subject(s) you raised will be included. Notice will be published in the press when the provisional list of matters and of selected participants is available for inspection. The examination in public will probably begin in October.

'The people invited to take part in the discussions will be chosen by the Secretary of State when he has completed his preliminary examination of the plan. They will be a selection of those in a position to make an effective contribution and will include some of those who, like you, submitted their views to the Secretary of State. However, not all will be invited to participate, but those who have not been invited may contact those who have, with a view to influencing what they might say.

'incidentally, you will have an opportunity to make written representations on the provisional list of matters and participants.

'Your attention is invited to the statement, in the published notice of submission of the plan, that a person making objections may send a written request to The Chief Executive, West Yorkshire County Council, County Hall, Wakefield, to be notified of the decision on the plan. Any such request should state the address to which notice should be sent.'

A BOATMAN REMEMBERS by Peter Freeman

I received a letter from a former canal boatman - Thomas Whittle of Droylsden, Manchester - who among other work used to operate between Marple on the Peak Forest Canal and Salford Docks (Manchester Ship Canal). First he expressed his concern for safety:

".....On the Rochdale canal one has to cross the locks by crossing the moss covered slimy gates. You can imagine over-eager young boys and girls with rubber plimsoles crossing these gates. There could be a real source of slipping. He continues "I have a e0" model of the boat I worked and my angle (windlass) was made at a blacksmiths at Wheelock. They were the finest in the country, not like these they use on pleasure boats today. No self-respecting boatman would dream of using them. Now then the Huddersfield Canal. My father brought the last boat through Stanedge (his spelling) tunnel about 1916. The only traffic on there since that time was a pair of narrow boats belonging to a corn miller at Stalybridge, Buckley and Newton. I remember them well. The Captain's name was Attey Cook. With his wife and daughter they ran between Salford docks and Stalybridge up to about 1926. Then there were two boats belonging to F.Halstead of Dukinfield. They carried cinders from Summers Steel Works - one boat each day - to a big hole in Audenshaw (Ashton Canal). When that was filled in they took it to Cinderland Bridge on the Hollinwood Canal. When that finished Summers went to Shotton. That would be early 1930.

"All the mills along the canal in my time had cotton and coal carried by canal. I remember the old boatmen talking

about the TNT works at Ashton blowing up. It blew a boat out of the water and put it 200 yards away across railway sidings. Some of these modern boatmen get place names wrong. I keep reading about Portland Basin at Ashton when its correct name is Ashton Junction.

"I cannot help you much with the Huddersfield Canal. It went out such a long time ago. As for the Ashton, Peak Forest, Trent and Bridgewater, I was working on them up to the war.

At first reading of Mr. Whittle's letter the word 'angle' for windlass appeared to relate to its angular shape. But then it occurred to me that it might be derived from (lock) handle. What with animals (horses) and angles, canal folk it seemed, exercised some licence in the use of their aitches.

PROGRESS ON THE HUDDERSFIELD NARROW CANAL

Robert Dewey recently reported progress in Waterways World (issue March 1979). The gist of his report is as follows : The Society cannot report any reconstruction or digging as on other canals, but many letters and articles have been written.

The Huddersfield Narrow is not the same as other canal restoration schemes because the canal was not just left alone, it was abandoned and navigation destroyed, in that the locks were cascaded, weired or capped, and their gates removed.

The channel was largely kept clear. Therefore, for an authority to do an 'about turn' on previous policy is a big undertaking. In this respect F'ed, the councils, and other interested bodies are frequently being pressured to act.

There are plans for Standedge Tunnel, with the operation of a trip boat. A section worthy of restoration from Stalybridge to Ashton was mentioned, and the idea of a horse-drawn boat in another area.

Bob suggested that restoration of the Huddersfield Narrow was one of the biggest projects at present, and hence progress is slow. He emphasized that nevertheless even though nothing physical could be seen to be done on the canal at the moment, it was vital that members support the campaign and that new members (particularly local people) be constantly recruited.

DIGGLE BARREL ROLLING CONTEST by David Sumner

Easter Monday means a lot to members of the HCS because for the second year running two brave lady members entered the Diggle barrel rolling contest, to have fun, to support the local residents' association and to raise money for the HCS.

Following the success of Jean Buckley and Audrie Kinnear in last year's race, Margaret Sumner and Jean Wrigley entered the ladies section and after a two hour warming up in the Diggle Hotel the race started at 2.45 pm. Our ladies were off to a good start but found their barrel at the back of the bunch. However, with Ron Buckley - an ex-army PT instructor - acting as a second, the girls toiled around the 1-mile circuit which included the canal towpath and the landscaped area adjacent to the canal.

Ron ran around the course in front of the girls, backwards, to shout them on and in his enthusiasm fell over, probably due to Margaret and Jean getting fed up with his barracking, - sorry, support !

The girls did finish last but were cheered home, received the lady's cup and two bottles of wine.

Some £20 was raised by their efforts and despite stiff limbs, the following day the girls rashly promised to enter next year. Can we expect them to have some Society opposition ?

NEW VIEWS by Peter Freeman

There was an interesting combination of old and new when Bob Dewey took photographs of the canal from an HCS member's helicopter recently, for the forthcoming report on the canal at Mosley. Thanks Leon.

Bob has also been examining aerial photographs of Standedge to locate old filled-in shafts used in the construction of the tunnel. These shafts up to 600 feet deep, and over 170 years old could be dangerous if their 'fill' broke through a lined section into the canal tunnel below.

HCS CANAL HOLIDAY - Join our narrowboat ! Commences Shardlow near Derby on 22 September for 2 weeks. Come along for as long or as short as you wish.

Contact Peter Freeman, 14 Burnell Court, Heywood, Lancs.

LAST OF THE CUT by Peter Freemar

A former cinema projectionist turned up a fascinating film recently. Called "Last of the Cut" it appears to have been made in the 1950's. In colour it sensitively records some of the last working narrowboats on the Grand Junction and Regents Canal. There are interesting pictures of boat families, boat decoration, and a gem - boatmen and their wives struggling to work their boats in wind and snow. If you have any feeling for canals you must see this film. Provisionally we plan to show it, and others, at Oldham Community Centre in October or November. Watch the diary page for details.

Safety Locks - The letter received recently from a former boatman, Thomas Whittle, drew attention to something which perhaps is not highlighted enough. Locks are easily dangerous places. Not only the wide locks on the Rochdale Canal to which he refers, but all locks. Sometimes, there are inadequate footboards for crossing gates; no handrail; and to make it more of an assault course perhaps climbing over oily raddlegear as well. We haven't heard of a standard check list for positioning lock gear in the safest way. It seems a good idea for when locks are repaired. BWB, Rochdale Canal Company and others please check !

WORK STARTS ON SOUTH YORKSHIRE CANAL IMPROVEMENT
(WATERWAYS PRESS RELEASE)

On 24th April the Rt.Hon. Peter Shore, Secretary of State for the Environment gave the signal to start work on the improvement of the South Yorkshire Canal. The ceremony took place at Pastures Road Bridge on the Doncaster Road at Mexborough. In welcoming the Secretary of State the Chairman of British Waterways Board (Sir Frank Price DL) said "This event marks the turning point in the fortunes of transport on water in the United Kingdom. The Government's decision to authorise the improvement of the South Yorkshire Canal is a momentous one and will renew confidence of all those who are associated with water transport in this country. The scheme will help to improve the environment of and bring additional work to the South Yorkshire/Humberside area"

The £10m. scheme involves the lengthening, improvement of reconstruction of 10 locks, the widening or removal of 8 bridges, the major realignment of navigation channels at 4 sites.

PROFILE - OFFICERS AND COMMITTEE

Our new Chairman - Christopher Farrar - 34 years of age, married, with two young sons. Chris has a MA (Natural Sciences), PhD (Metallurgy), and is a member of the Welding Institute. He works as a Quality Assurance Manager for a company producing high quality pressure vessels and process plant. His interests include model railways, DIY (house repairs and modifications) and boating.

Vice Chairman - Peter Freeman - 35 years of age. He is a Works Study Practitioner for Oldham Area Health Authority. Peter is so heavily involved with canal work he has no time for pursuing other interests.

Secretary - Robert Dewey - aged 29 years, is married and has a baby daughter. Bob is a Chartered Surveyor, Chartered Town Planner, and holds Diplomas in Estate Management, Transport Studies and Town and Regional Planning. He is employed as Assistant Planning Officer for Kirklees Metropolitan Council. Amongst his interests are photography, railways and holiday boating on canals.

Colin Chadwick is a new committee member, aged 33 years, and is married. Colin is a section leader Quality Controller in the rubber industry, producing various types of adhesive tapes. His interests include golf, walking, music, photography, carpentry and holiday boating.

Diane Charlesworth - aged 33 years, is married with two young sons. Diane is a State Registered Nurse and holds the Certificate in Occupational Health Nursing. She also has an Adult Education Teaching Certificate, and at present, works part-time teaching Nursing and First Aid for the Adult Education Service. She is a member of the Colne Valley Society. Her hobbies include sewing, knitting, crochet, macrame, and she has a keen interest in local history.

Trevor Ellis - aged 31 years, is married, and works as an Employment Adviser. He has a variety of interests including industrial archeology, cars, football, speedway as a spectator, holiday boating and books.

Graham Maskell is a new committee member. He is 38 years of age and married with a baby boy. Graham works for the Post Office Telecommunications. His interests include camera and canal boating for holiday.

John Maynard - our retired Chairman - 58 years of age, is married with a son and daughter (both married) and three grandchildren. John is a Chartered Electrical Engineer and works as the Assistant Electrical Engineer for Kirklees Metropolitan Council. Up to 11 years ago, he lived in the South-East of London, since then he has lived in Meltham, and serves on the local council. He is the Chairman of Meltham Cine Club, a member of Meltham Civic Society, and a member of the IWA.

David Milson - aged 31 years, is married and has a young son. He is a Works Technologist in charge of quality control at a brickworks. His hobbies and interests include reading, walking, transport generally, and boating. David owns his own boat.

David Sumner - aged 33 years, is married, and holds a BA in Economics. David is the Festival Administrator for the Liverpool Road Station 150th Anniversary Celebrations and his interests include the Campaign for Real Ale (CAMRA) and music.

Les Winnard - 25 years of age, is married, and is a Chartered Accountant, and holds a BSc in Chemistry. His interests include photography, bird watching and walking.

Treasurer - David Finnis - aged 24 years. He is at present studying for the Higher National Certificate in Business Studies, and works as Company Secretarial Assistant for a firm of tractor manufacturers. David's interests include walking, photography, 'CAMRA' and the Colne Valley Society.

They are for you - East and West meetings. Meet fellow members, have a pint and give your views. See diary, back cover, for details.

Welcome to our new Chairman, Chris Fairar, who has served on the committee for the past year.

THE GREATER MANCHESTER STRUCTURE PLAN by Robert Dewey

We have already previously mentioned the West Yorkshire Structure plan - which objections are to be lodged against, with a view to seeking the chance of making representations to the Inspector appointed by The Secretary of State.

The Greater Manchester Plan is a similarly weighty document but seems to support our case more readily whilst still not stating that the canal should be restored throughout for navigation. This tends to make a mockery of overall planning as the two plans clearly do not match up!

The report aims to look carefully at a variety of topics likely to affect the County during the period up to the 'mid 1980's'. I have tried to set down some of the more salient points noticed in my cursory reading of it.

1. Industrial (p.54-5) 'Policy 6.2. At the present time there is an adequate number and distribution of large industrial estates - one of the aims in seeking new industrial land is 'to minimise the use of open land for industrial development.'

2. P.125. 'Greater Manchester is short of recreational space for all types of outdoor recreational activities but is particularly deficient in provision for informal recreational activities' the availability of resources for water-related activities will always be out-stripped by demand. It is therefore of the utmost importance that all countryside and natural resources which offer the opportunity or possibility of informal recreation activities should be conserved and managed.'

3. P.141/2, Para.10.16. Technical work suggests a number of important issues: 'a) how to cope with expanding and widening public leisure demand, c) the potential of existing leisure facilities for greater use, d) the balance of value to the community between retention of leisure facilities, especially recreation land and alternative development.' Objectives: c) to guard against loss of existing leisure facilities and opportunities; e) to secure full use of existing leisure facilities.'

4. P.146. 'Policy 10.5. There will be a continuing emphasis on promoting the national recreational use of area - in the countryside and especially the River valleys and alongside the canals - which have high recreational value or potential.'

Policy 10.6. 'Greater priority will be given to improving opportunities by: b) consideration of the needs of areas of the county which lack attractive countryside..... and particularly of the needs of major urban areas. The county's river valleys and canal networks are recognised as the principal means of improving the distribution of informal recreational opportunitiesproposals of particular value will be those in the 4 major valleys including the Tame.....'

Policy 10.12.(P.150) 'The canal towpaths are recognised as a key component of the County's network of footpaths attempts will be made to secure improved public access to them. The local planning authority will resist all development proposals which threaten to sever or block the canal towpaths.'

Policy 10.13. 'The canal network of the County is recognised as a recreation resource of strategic importance. Further recreation use will be encouraged and promoted, and the maximum protection will be given to the canals and their water quality. Many stretches are however derelict or neglected and their potential cannot be fully realised without remedial work or restoration. Full restoration can be very expensive and some of the more ambitious possibilities must be approached in a realistic spirit

.....'The County Council is prepared to assist in canal improvement schemes where the cost is thought reasonable in relation to the benefits obtained, and it is known that a number of district councils are keen to undertake canal improvements. The canal enthusiasts work is important and collaborative efforts (eg. restoration of Ashton and Peak Forest Canals) are an excellent method of working. The local planning authoritywill refuse those that non-navigable canals - Fuddersfield Narrow, the local planning authority will use its best endeavours to prevent further blockage to through navigation. The county council will endeavour to assist in the removal of those existing obstacles to through navigation that can be removed at a modest cost.'

AN ADVENTURE OF ULYSSES DIGGLE (cont'd)

Ulysses was trying his best to keep track of where they were going, but from this height and angle he really had no idea.

It was getting darker too, and the sun was almost set. Panic was setting in with Ulysses, though he would not have admitted it, when suddenly, the dog set off at a tremendous pace. He had seen a rabbit on the hillside and had given chase. The dog barked and Ulysses dropped on to the grass, and the dog disappeared over the hill.

'I suppose this is what they called a lucky escape', thought Ulysses 'but I appear to be out of the frying pan into the fire!'

He stood up and looked all around. He was very high up but really couldn't make out any of the features he could see. He thought the lights to his Right must be Marsden and so he headed that way to join his narrow boat.

It was very dark by now and he had trouble keeping an even footing on the rough ground. He was a little worried about the nearby sheep, but hoped that they would all be asleep. He, too, was feeling a little tired and his eyelids kept closing. Then he blinked twice and pinched himself, to make sure he was awake, because at the bottom of the hill he could see a moving light, and it was coming this way. It wasn't moving very fast and so he had little time in which to hide. But where? The only answer seemed to be to find a hollow and curl up in it.

The light was getting closer and so Ulysses screwed himself up as small as possible and tried hard not to breath loudly. But he couldn't resist a peep to see where the light had got to. He raised his head and opened an eye. The light almost blinded him -

'Hello', said a voice, 'What are you doing here, Great Uncle Ulysses!!'

Ulysses opened both eyes and looked. There in front of him stood Wellington.

'I may ask you the same question, young Diggle, why aren't you safe back in Standedge?'

Wellington looked very sheepish and said,
'Well I was very bored at the rock factory and so I came up here a couple of days ago to explore. I was just making my way back to the air vent when I saw you - what are you doing up here anyway? I thought you'd given up going on explorations.'

To be continued

Thanks for the return of completed questionnaires to:

B.J. Corbett, Blackburn, Lancashire

Anne M. Taylor, Farlow, Essex.

Roy Charlesworth has now taken over the duplicating process.
Thank you Audrie for your past work.

A few issues back you will find in the list of new ECS members a Fred Fox. Fred has been in hospital for about 27 years at Oldham, because of multiple sclerosis. Being only able to move his head, he wrote letters by typewriter operated by a knitting needle held in his teeth. Grey needles had the most pleasant taste, he said. Despite severe physical handicap, he took Open University courses and kept interest in the world outside, including joining the ECS. He even had his own (push button) 'phone. We were very sad to hear Fred had died on Good Friday, and we send our sympathies to Fred's relatives and friends.

David Finnis and Don McCallum are again going to canoe from Huddersfield to the Festival at Ashton. This year we are requesting that you, the members, sponsor them. Any amount will be acceptable. Please contact - David Finnis (see front cover)

At the Annual General Meeting, held on Friday 27th April, John Maynard, our first Chairman, retired. He is to continue as a member of the committee. In appreciation of his efforts, he was presented with a plaque and stool decorated in traditional style. The Committee thank him very much indeed for all his hard work.

HISTORY OF HUDDERSFIELD NARROW CANAL 1792 TO PRESENT DAY
Compiled by Diane Charlesworth.

In 1943 the Calder and Hebble Navigation bought the Huddersfield Broad (Sir John Ramsden) Canal and the connecting lower half-mile of the Huddersfield Narrow Canal which included two locks. In 1944 an Act was passed abandoning the Huddersfield Narrow Canal except for the final half-mile in Huddersfield.

The canals became nationalised around 1947. The last boat to pass through the Huddersfield Narrow Canal was in 1949. Since then, the half-mile into Huddersfield has been abandoned and most of the locks along the whole of the canal have been cascaded, weired or filled in. Several lengths of canal have been sold, and a number of sections have been culverted, filled in, and built upon.

In 1963 canals came under the British Waterways Board; and in 1968 the Transport Act classed the Huddersfield Narrow Canal as a remainder waterway.

However, in 1974, a feasibility study of the canal, with a view to restoration, was made by the newly formed Huddersfield Canal Society. Over 18 miles, ie, 90% of the channel, and most of the engineering features remained intact, and most in reasonable condition. The HCS asked all councils concerned (ie. Tameside, Oldham, Kirklees) to adopt a non-encroachment policy, which they did. But in fact, Kirklees since granted planning permission for a building over a section of infilled canal in Huddersfield; and since then, a further application from another company was received: to fill in and build over a further part of the canal in Huddersfield. The HCS committee members worked very hard and succeeded in amassing sufficient support from its members and the public which resulted in this planning permission being refused by Kirklees. A subsequent planning permission granted by Kirklees had to include provision to allow a tunnel to be driven beneath the building.

Little has been done in the way of physical restoration, as this has been more of a campaign of strategy, of gaining the support of vital groups. However, there are plans for the future which include the Standedge Tunnel and a trip boat; and also the section from Uppernill to Woolroad Warehouse and a trip boat.

Restoration is a major long-term project, but the ECS is confident that the Colne and Tame Valleys will once more see boats cruising in the Huddersfield Narrow Canal.

BIBLIOGRAPHY (for above history)

History of the Huddersfield Water Supplies - T.W.Woodhead
Priestley's Navigable Rivers and Canals - Joseph Priestley
Archives - The Local History Library, Huddersfield.
Huddersfield Narrow Canal - A Unique Waterway - ECS.
'Terrier' 1805 - Earl of Dartmouth Estates.
Through the Backbone of England - Stanley Chadwick.
Bygone Marsden - Fleur Buckley Whitehead.
History of the Colne Valley - D.F.L.Sykes.
Pennine Journey - W.B.Stocks
Baines' Directory, 1822.
Pigot's Directory, 1834.
White's Directories, 1837, 1853, 1866, 1881.
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LETTER received from David Goodwin

"Following my (almost) vain search for Huddersfield Canal Lock names (see Pennine Link last year) I was most interested to read in your latest issue that Mr.David Finnis has found some pound names in 'an old fishing booklet'. Can we have - via. the magazine - more details about this please : the approximate year this information dates from; the angling societies involved, etc.? There must surely be more quotes from this source worthy of re-printing.

Regarding the names given, a few seem to refer to obvious places along the route. Some possibly denote features more of interest to fishermen (Reed, willow Pond), others have proper names. Crowther's, Leitch's, Cotton's, Pearson's, could these refer to past company employees? Indeed, would these names also have been applied to the respective locks (below)? It would be interesting to hear the opinion of someone with local knowledge who was familiar with the route as it existed at the time the names were in use.

'I hope some member will be able to enlarge upon this aspect of the canal, I personally find it most intriguing and there must be more to the story from Mr. Finnis?'

Editor's Comment: We are following this up, hopefully, for the next issue. Personally, I think some of the names refer to mills, alongside the canal, rather than company employees, and it will be interesting to find out. Has anyone else any comments to make?

Marsden Festival in September - Trailer boats needed to be launched on summit pound. This is most important. All members or associates with trailer boats try to come please. Contact any East side committee member.

Rochdale Canal

Peter Freeman

One of the groups supporting the construction of the M6 motorway which would block the Rochdale Canal is the RAC. Presumably the AA does too. One of the ECS committee members wrote to the RAC because, being a member, he was not happy about their promoting motorway construction where it was detrimental to the local environment, destroying communities, workplaces and, of course, canals. The RAC's reply was quite detailed and helpful - apart from mentioning that a bus might fall into a giant hole in Manchester caused by a sewer collapse. What that really had to do with building a motorway some 8 or 10 miles away seems to be stretching it a bit! It could be helpful to the cause of canal restoration that those of us belonging to the motoring organisations let them know that whilst there are clear advantages of road improvements they should not be allowed to seriously damage the area in which they are undertaken.

For Sale - Towing mirror ideal for using when towing caravan or boat. £3.50 plus p & p

Contact David Finnis

DIARY

- May 17 8.00 pm East Side - Albion, Longroyd Bridge,
Huddersfield.
- May 19 MOSSLEY CARNIVAL**
- May 20 11.00 am Canal Walk - Marsden to Longroyd Bridge.
- May 23 8.00 pm General Discussion Night*
Jun 9/10 Rochdale Canal, Long Lees Lock †
- Jun 13 8.00 pm West Side Meeting, Hunters Tavern,
Acres Lane, Stalybridge.
- Jun 18 8.00 pm East Side - The Railway, Marsden.
- Jul 8 MICKLEHURST SUMMER FAIR**
- Jul 12 8.00 pm East Side - The Junction, Marsden.
- Aug 4/5 HCS FESTIVAL - ASHTON** †
- Aug 9 8.00 pm East Side - The Globe, Slaithwaite.
- Aug 17/19 National Rally, Northwich. † Interested? †
- Aug 19 OLDHAM SHOW**
- Sep 8 HCS FESTIVAL - MARSDEN**

* Joint meeting of HCS and PFS at
Oldham Community Centre,
Greaves Street, Oldham.

** HCS Stand expected to be present.

Note: East and West meetings are for all
members to attend. Please come.
West Side held on 2nd Wednesday of
each month.

† I.W.A. working parties : Details - Dave Carpenter
180 Elmfield Drive, Cutsal, Bradford G77307.