

DERBY  
CANAL  
SOCIETY

# PENNINE LINK



Stanley Diggle

Napoleon Diggle

Boadicea Diggle

Rita Diggle

The Diggle characters are featured by

The Mikron Theatre Company in

"Where's Our Cut?"

## HUDDERSFIELD CANAL SOCIETY

### OFFICERS

Chairman: Chris Farrar, "Stillwaters", Wall Royds, Denby Dale, Huddersfield. Huddersfield 862329.  
Vice Chairman: Peter Freeman, 14, Burnell Court, Heywood. <sup>Works</sup> Lancashire. Heywood 64468. (061-624-0544)  
Treasurer: David Finnis, 7, Ned Lane, Slaithwaite, Huddersfield.  
Secretary: Robert Dewey, 28 Cinderhills Road, Holmfirth, Huddersfield. Holmfirth 5022

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Graham Maskell (W): 19 Quick View, Mossley, Lancashire. Mossley 3992  
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David Sumner, (W): 36 Fold Crescent, Carrbrook, Stalybridge. Mossley 2860.  
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The opinions expressed in Pennine Link are not necessarily those of the Editor nor of the Society.

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

Number 29

May 1979

Editor: Mrs Diane Charlesworth  
Typing: Mrs. Ivy Lodge & Bob Dewey  
Duplicating: Roy Charlesworth  
Collating & Distributing: East side members.

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CHAIRMAN'S REMARKS

The sixth year and your committee is getting down to business - with a few new faces to provide new blood and new ideas for the year ahead. There is a good deal to tackle and one of our problems is to provide reasonable guidelines which can be followed as the Society matures and also to establish priorities between the many, many proposals for action. With only limited manpower, (sorry personpower) resources, finance and time it is vitally important that we deploy these to good effect.

With this in mind the east and west side committees/liason groups were established on a more formal basis so that some projects and decisions could be devolved away from the main committee. Both groups have functioned well, with the west side being particularly successful in generating a good deal of support and enthusiasm from the local membership. This tremendous effort needs to be balanced by the east side so that progress can be made on two fronts - so come along eastside members - support the Society at East Side Meetings!!

Following the success of the East /West side groups, the committee has decided to set up similar groups to co-ordinate activities relating to three major areas, namely:

1. Publicity & Liason
2. Finance and
3. Projects.

Communications through to the main committee will be by a nucleus of committee members for each group, but support and help is needed from Society members. I hope

to describe the structure in more detail in the next issue, but in the meantime, if you have a particular interest or skill in any of the three previously mentioned groupings then please contact anyone on the committee. We are not ex-directory! - names addresses and telephone numbers are published in every copy of 'the Link'.

Since this is the last issue you will receive before the 2nd Tameside Canal Festival, may I take this opportunity to invite all members, their families and friends to come along and enjoy themselves. Help will be needed on the day from those with time and energy. Please come and introduce yourself at the HCS stand - this is our big event of the year and is an opportunity for the society and its members to get to know each other.

Finally, on a most encouraging note - our comments on the West Yorkshire Structure Plan appear to have been taken to heart and we have been invited to contribute to the Enquiry, which will be held in the Autumn. The exact format of the proceedings has not yet been disclosed - but even at this stage the invitation to participate (many organisations appear not to have been invited) indicates that we are being taken very seriously and justifies all the hard work - in particular that by John Maynard and Bob Dewey, in studying many lengthy and verbose draft documents.

Chris Farrar.

WATERWAYS PRESS RELEASE -- 1.6.79.

"The one good thing that has come out of the present oil crisis is that it has given the West a glimpse of the near future."

'Sir Frank Price, Chairman of BWB, was speaking at a Transport Businessmen's lunch at Strasbourg this week during a visit to the 1st International Inland Waterways Conference and Exhibition.

Those countries who are developing and expanding their inland waterways will reap enormous economic benefits compared with those who are still holding on to forms of transport which will become far too expensive by the late 1980's".....?

RESUME OF COMMITTEE MEETING

Held on June 19th at the Junction Inn, Marsden.

Reports & Discussions

Treasurer's Report

Considered that any future documents purporting to be on behalf of HCS should be approved by the committee before publication.

Copyright and registration of trade marks re Tiggles (and Pennine Link)

Reports on proposed new liason structure (see Chairman's remarks)

Sub-committees - west: sign for Ashton; Mossley Report; Uppermill restoration project; Saddleworth Countryside guide; Tamesdie Festival.

Sub-committees - est: Aspley marina; Broad Canal certificates; Aspley cranes.

Action to be taken

Treasurer to be informed regularly of expenses incurred and immediately if over £10.

Copyright to be inserted in Pennine Link.

Mossley report to be published 20th June.

Seminar to be considered at next meeting.

Diane Charlesworth to store and file Society's and canal records.

I.W.A. RALLY PRESS CONFERENCE

Northwich, on the British Waterways Board's Weaver Navigation in Cheshire, is the site chosen for the 1979 I.W.A. National Rally of Boats on 17, 18 & 19 August.

In addition to the freight activities on the Weaver Navigation, journalists were shown the contrasting narrow Trent & Mersey Canal now used only for pleasure cruising and other amenity purposes.

FRONT COVER DRAWN BY

Diana Cooper.

MEMBERSHIP

I would like to welcome the following new members:-

- 523 Hildred Butterfield, [REDACTED]  
524 Colin, Jenny and Duncan Usher, [REDACTED]  
Oldham.  
525 John & Linda Mason, [REDACTED]  
526 Melvyn, Shiela and Helen Cockshoot, [REDACTED]  
Mossley.  
527 John M Fryer, [REDACTED]  
528 Paul Bootroyd, [REDACTED]  
529 Beatrice Grainger, [REDACTED]  
530 Mrs Eileen Lawton, [REDACTED]  
Huddersfield.  
531 Marie Ann Isles, [REDACTED]  
Huddersfield.  
532 Brian Mather, [REDACTED]  
Cheshire.  
533 Brian Strefford, [REDACTED]  
534 Peter M Bebbington, [REDACTED]  
Chester.  
535 William Broughall, [REDACTED]  
536 Dennis Brookes, [REDACTED]  
537 C P Witter, [REDACTED]  
538 C J Regnary, [REDACTED]  
539 R Baughan, [REDACTED]  
540 David R Beaumont, [REDACTED]  
Huddersfield.  
541 Kevin and Carol Sdegwick, [REDACTED]  
542 J M Farrar, [REDACTED]  
Leamington Spa.  
543 Harry and Alice Chadwick, [REDACTED]

Can anyone inform me of the new addresses of the following members?

- 186 Shirley Kitching, [REDACTED]  
379 Richard Munt, [REDACTED]

Valerie Dewey



REPORT ON "WHERE'S OUR CUT?" PERFORMED BY MIKRON  
THEATRE COMPANY. By Sue Sykes.

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The Diggles are alive and kicking and are looking forward to the restoration of the Huddersfield Narrow Canal. That's the message from Standedge Tunnel as portrayed by Mikron Theatre in Marsden Conservative Club on 4 May. The Diggles - Napoleon, Rita, Bodicea and Stanley - told the story of the building of the Narrow Canal with music, songs and plenty of humour.

The show started with 'The Diggle Song' - sure to become a favourite with members - sung at the beginning of our history in 1793. A quick change of hats and two Diggles are transformed into Mr Frown and Mr Outram discussing the difficulties of constructing the canal under, over or through the Pennines. The problems of shortage of money, differing lock sizes, bickering committee members and swindling are all brought out by the performers. The flood in 1810 was commemorated in a very sad song - though spirits quickly rose again with the Hymn of Dedication sung at the Tunnel's opening in 1811.

The second half of the show started with a little ditty - 'The Canal that Jack Built' performed with incredible oral dexterity by Stanley Diggle.

By now of course the Diggles were reaping enormous benefits from the opening of the canal and tunnel and were trading their mushrooms to the east and west.

Mikron showed their versatility once again in two tunnel songs depicting the life of the leggers. The songs were sung in the traditional legging position by Stanley and Napoleon Diggle.

The demise of the canal to its present position led into final sequence which was a review of the various viewpoints held by many of the people who have an interest in the canal ie Local Councils, Industrialists who feel that goods should go by rail, environmentalists saving molluscs anglers wanting more fish and canal enthusiasts who pointed out that 'United we stand, divided we fall'. The show closed with the little song 'Where's our Cut' sung by Mikron and the audience with much feeling.

This production performed by Mike Lucas, Sandra Moore, Carol Prior and Chris Whittingham is probably the best publicity for the Huddersfield Canal Society possible and should not be missed if you have a chance to see it.

All canals have similar problems in building, maintenance and restoration and this production could therefore be applied to numerous other campaigns. However, we are very proud that it is OUR story that is porteaeyed.

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#### REPORT ON STANDEDGE TUNNEL

David Copeland of Ashton-under-Lyne has been researching the history of the Huddersfield Narrow Canal, and investigating the natural life along its length. After some months work he found about the HCS and was rather 'cheesed' to find that some of his work was wasted as we had already published much of what he had found. David has now joined the HCS and recently presented the Society with a report which he has compiled on the location and state of the shafts leading to the Standedge Tunnels.

David's versatility was illustrated at a recent meeting when handing out copies of his Standedge tunnel shafts report, several people were slightly baffled to find they had in front of them the David Copeland Tree Survey for part of Tameside! He will be giving a talk at a joint HCS/Peak Forest CS meeting at Oldham Community Centre in the autumn. Watch our diary page.

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#### TENT CHRISTENED

Our new tent has now been out and about. Its first event was Mossley carnival followed in June by Saddleworth Country Fair. Despite the tent instructions being in French (and for a different tent), Ron Buckley and Peter Freeman mastered the spring loaded 'octopus-like' frame without any nasty mishap.

Peter Freeman



## THE POLITICS OF RESTORATION

By M.A. Handford

Glancing sadly at a growing number of grey hairs recently it came as something of a shock to remember I was first involved in waterways over twenty years ago. It seems only yesterday a tiny Kennet & Avon Canal Society (as it was then) talked about opening up the canal from Reading to Bath and that David Hutchings was just starting work on the Southern Stratford Canal. Only a few years earlier there was a real prospect the entire canal system outside the main river navigations would be closed for good. Even the Inland Waterways Association lamented that restoration of the Stroudwater, Thames & Severn Canals would never be possible now a major aqueduct and embankment had been removed. Watching so many new canal societies develop, thrive and reach their objectives has been an enjoyable pastime over those fleeting twenty years. Today with nearly a hundred such societies in the country each postal delivery brings fresh news of restoration work in dozens of different locations up and down the country. There have been losses, of course, as well as disappointments, as the spate of recent closures for repairs show only too clearly. Nevertheless it is hard to escape the conclusion that the general picture has been optimistic and that there is far more public awareness today of the potentialities of canals than ever before.

Different canal societies have achieved different degrees of success according to the difficulty of the task they set themselves and the skill and energy which they have applied to the task. From belonging to and following the activities of these societies over a period of time, however, I have come to the conclusion that there are three inter-related processes involved in waterways restoration and that the most successful canal societies and trusts are well aware of the importance of all of them. The difficulty in describing these essential ingredients for success is that each of the processes is not separate nor isolated and that developments in one field invariably have beneficial repercussions on the other two.

If we accept that the prime objective of the waterways restoration movement is to restore and develop inland

waterways, it often seems surprising to realise that one of these processes - the actual physical restoration of the canal - is the easiest and least important of the three. I won't suggest that any serious canal restoration is easy - you only have to think of the back-breaking work being done on the Stroudwater Canal at Eastington, or the potential physical obstacles in restoring Sapperton Tunnel on the Thames & Severn Canal. Nor do I suggest that such restoration is unimportant. On the contrary, it is realising the ultimate object of the various canal societies or trusts - restoring their own canal throughout. The comparison is then purely relative - compared with the two earlier processes the final process of physical reconstruction is comparatively straightforward.

What are the other two earlier processes so crucial to ultimate success? First of all there is the time-consuming, often frustrating, sometimes disappointing but absolutely crucial educational campaign with local and county authorities, with water authorities, with rate payers, taxpayers and the general public at large. This initial process is by far the most important long term activity of any canal society or trust. It is primarily a political campaign - persuading reasonable people that this course of action (restoration) is preferable to that course of action (neglect and abandonment). This first process is crucial because local and national authorities do not often seek to damage inland waterways. In many cases, such as Gloucestershire County Council's view of the Stroudwater, Thames & Severn Canals half a decade ago, they were barely aware of the two canals existence let alone their potential amenity and recreational role. It never occurs to the great majority of such authorities that restoration is even a practical possibility. Bringing the canals to their attention, showing what can be done, pointing out the benefits that can accrue from restoration, give these authorities a new perspective. County and District Councils are far more ignorant than wilful. Whether they like it or not an active canal society changes the local council's conception of inland waterways and, in the long term, makes them think of canals as part of their planning policies.

This initial educational process is crucial because without it, without a successful job of persuading people living in the area that restoration is possible, preferable and practical, long term success in restoring a derelict navigation is never ever possible. The two subsequent processes, therefore, depend entirely on a successful first one. The Kennet & Avon Canal Trust's restoration is now within sight of completion not primarily because of the amount of labour expended on it over a long period of time nor because of the finance provided by the Trust, local and national authorities. The Kennet & Avon Canal approaches completion because over twenty five years the K & A Trust has organised a skillful and persuasive campaign to convince enough people that restoration is possible, preferable and practical. Money and labour have therefore been made available to complete the task.

The second phase of restoration, which follows a successful educational campaign and precedes large scale restoration, is raising the money to get the work done. For major projects like complete restoration of the Montgomery or Stroudwater, Thames & Severn Canals this is also a difficult, long winded and frustrating process, although smaller sums for restoration of short lengths or tunnel portals are easier to raise.. Judging by the track record of the waterways restoration movement over the last twenty years this second, essentially financial, campaign is only successful if a well established and thoughtful canal society or trust has been working hard locally for many years previously.

So the lesson, if there is one, seems to be that if you want to restore your canal take the long term view and concentrate your efforts on persuading enough people that the restoration of your canal is worthwhile. The money and reconstruction won't fall into your lap when you've done this. But the back of the problem is broken.

CONCLUDING THE ADVENTURE OF ULYSSES DIGGLE - Anonymous.

.... Ulysses quickly related his story and decided it was time to get back before full light. He could now see enough to find his bearings and set off at a quick trot in the direction of Marsden.

"Oi!" shouted Wellington. "Why are we going this way?"  
"It's a lot quicker down the air vent."

Ulysses explained about his narrow boat, but Wellington protested that it would be light before they reached Marsden. So he grabbed hold of Ulysses and pulled him towards the chimney. At the bottom was a small hole. Wellington pointed and said, "Wiggle through there and then there's a small ledge. "

Once inside Ulysses couldn't see anything but Wellington soon followed with his lamp. Leading down from the ledge was a long string ladder.

"My my," said Ulysses "you are organised. Is this how you always get in and out so quickly?"

"Of course," replied Wellington, "but no one else knows and I hope you'll not be letting on."

Ulysses agreed and started to climb down the string ladder, still clutching his aniseed pods in his bag. Now that he was safely back in the tunnel he was becoming quite excited about making some new rock.

At the bottom he waited for Wellington and they both scampered along the tunnel, arriving home just in time for breakfast.

The Diggles made a great fuss of Ulysses and even offered a few congratulatory words to Wellington when they heard about his part in the adventure.

Archimedes, who was again sneezing, made them explain their absence. Ulysses gave a glowing report of the aniseed pods. Archimedes forgave them both, providing of course that the rock was as good as they promised, so they both scurried off to the rock factory as fast as they could.

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## SHELL RESTORATION AWARDS

Two projects have been submitted to the Shell Inland Waterways Restoration Awards - one is described here and the other will be described in the next issue of Pennine Link.

### Description of Project - by Chris Farrar.

The restoration and eventual re-opening to through navigation of the Huddersfield Canal is the major aim of the Huddersfield Canal Society. The attached supporting literature gives the background to the canal, the Society and its achievements to date. The derelict state of the waterway, particularly with respect to the condition of demolished locks and substantial infilled sections, means that the eventual restoration will involve massive civil engineering works and the associated large sums of money.

In the meantime the remaining stretches of waterway form attractive 'green fingers' up the Colne Valley on the Yorkshire side of the Pennines and the Tame Valley on the Lancashire side. Both these stretches of semi-urban landscape have suffered from the post-war industrial decay, and the communities deserve the recreational benefits that a living waterway could offer. Although much local interest has been generated within community and residents' associations, civic societies etc., through publicity material, attendance at festivals, there is a major need to publicise the canal, and the aims of the Society, directly to those who use it. A high proportion of the local population probably use the canal in its present form for walking and fishing without being aware of the potential improvements which could be made.

It is proposed, therefore, to provide more immediate publicity at many points where the general public come into contact with the canal. There are estimated to be approximately 25 points along the length of the canal where roads, bridleways, and footpaths either join or cross the canal. At all these points good access is available. The publicity would take the form of



weatherproof (and as far as possible vandal-proof) notice boards which would give brief details of the canal and the Society - the source of further information together with details of immediate items of specific interest, canal features, buildings etc. This would encourage the present user to explore beyond his/her horizons and the casual user to take a more active interest.

Such a programme providing "on the spot" information is an integral part of the Society's plans which will lead to eventual restoration. It is not, however, an item which commands a very high priority with respect to the Society's limited finances and so will, under present circumstances, extend over a substantial period of time. Although accurate estimates of costs are not available at at this time, it is envisaged that a grant of £500 could result in the production and installation of some 25 boards at strategic locations and hence provide significant impact upon the general public.

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WATERWAYS PRESS RELEASE - 7.6.79

'The British Waterways Board today welcomed the news that the European Economic Community Regional Development Fund are to make available, in 1979, £242,400 as a grant towards the major scheme of improvement to the South Yorkshire Canal authorised by the U.K. Government

'The amount of the EEC grant is notable in that the Board believe this to be the first waterway improvement scheme in Europe to receive financial support from the European Regional Development Fund.

'Work is progressing on the canal which will provide through transport from the Humber ports for craft up to 700 tonnes to Mexborough and 400 tons above there to Rotherham.'



LETTER FROM HCS MEMBER - R.C.Witter of A.C. Canoes  
Products (Chester) Ltd.

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Dear Mr Ellis,

In connection with your request for information concern-  
the Huddersfield Narrow I thought the following might be  
interest. I am not myself a native of the area and though  
I have since mentioned the story to several locals I have  
been unable to obtain confirmation as to its authenticity.

It almost sounds apochryphal but the person who told it  
to me was a perfectly reliable type who had heard of the  
practice from his father, who indeed he suspected had  
possibly undergone the treatment.

The 'treatment' was a form of punishment known as  
"laddering" and occurred in the Stalybridge/Mossley/  
Saddleworth area. This was meted out solely to persons  
known to have ill-treated either women or children. It  
was a 'drum-head' affair and was of course completely  
outside the normal law. I understand that when someone  
was known to have caused such ill-treatment, the more  
upright worthies of the community would decide on a due  
date for the victim's laddering and inform him that it  
was to take place but would not disclose the date -  
presumably to increase his apprehension.

On the appointed day, the men folk would apprehend the  
victim, bind him firmly to a ladder to which was attached  
a tow rope and take the complete ensemble to the canal  
where ladder and victim would be thrown in - face upwards  
of course and with presumably enough buoyancy from the  
ladder to keep his mouth above water.

The bank party would then tow this head first along the  
canal. What procedure was adopted at locks I do not  
know but I presume that they took the ladder out at one  
side with the victim still bound and recommenced on the  
other side. When they reached apub the ladder with the  
victim still bound was taken from the canal and left  
propped up outside for the locals and children to throw  
rotten fruit etc as per stocks punishment, whilst the men  
folk took some ale. This apparently continued for some  
miles and, needless to say, as the quantity of beer  
consumed increased the bank party's diligence in  
attending to the victim decreased commensurately.

I was assured that several drownings had in fact occurred. The whole story sounds somewhat improbable but I do inform you that my informant - a Mossley local of about 70 years was absolutely certain that it had occurred and had even been a regular practice in his father's time. As I mentioned, he was of the opinion that his father had undergone the treatment himself - though he never admitted to it. Apparently in his youth, the father had been a heavy drinker but stopped very abruptly in his mid-twenties, thereafter never drinking any alcohol.

It may be of significance that the common slang word 'lathering' meaning apparently a trashing may only be pronounced with a short 'a' (as in gather), according to the Oxford English Dictionary, and that it originates from the obsolete synonym of ladder. I hasten to add, however, that I am no etymologist.

I trust that this is of interest to you and should you have any further details or be able to confirm its authenticity I would be pleased to hear further from you. I understand that it related specifically to the Lancashire side of the Huddersfield Narrow. Perhaps the Yorkshiremen devised even more brutal and barbarous practices?

LETTER TO THE EDITOR - from Roger Squires of Bailiff Cottage, 4 Manor Way, Beckenham, Kent.

Keep up the good work, you are doing a great job. Your distant members really appreciate the interesting magazine.

Re trip boat: I believe HCS should take note of the Surrey and Hampshire Society's success with their trip boat. It strated trips last year on a  $3\frac{1}{2}$  mile restored section of the Basingstoke Canal. During 1978 it carried over 10,000 fare paying passengers and made over £6,000 profit, which the Society were devoting to the restoration of the Basingstoke Canal.

There is a great demand for unusual trips. The boat has proved this. It has brought new interest to the canal and the Society more members. I believe the Standedge Tunnel Boat could do even better.

REPLY BY TREVOR ELLIS to letter from D. Goodwin in  
May issue of Pennine Link.

In connection with the proposed Towpath Guide I would also be interested in lock names etc., but the only reference I have been able to trace (other than the group of names in the Saddleworth area) is "Dartmouth Lock" which appears in a book called 'Slaithwaite Notes' by J. Sugden, and subsequently in 'The History of Huddersfield' by D.F.E. Sykes. It is fairly certain that this lock is 23E.

On the question of pound names, I am sure that most of the proper names are firms - John Crowthers still occupy the mills by locks 7 and 8, Leitchs was the name of the dyeworks by lock 12, W E Cottons textile waste merchants are still in Lowestwood Mill above lock 17 and Pearsons was certainly a textile firm in the Colne Valley.

"Lock Keepers" would appear to confirm my suspicions about the house at the top of Milnsbridge locks.  
.....

EXTRACT OF LETTER FROM Thomas Whittle of Droylsden.

Thank you for your 'Pennine Link'. I thoroughly enjoyed reading it. In the letter from Mr Goodwin he wants to know more about place names on canals. The vast majority are not official names but have evolved over the years by the usage of the boatmen themselves, For example, "Quakers Pound", "Nan Foxes", "Lead Mill", "Park Lock", "Iron Rails" - these were on the Ashton Canal. Where person's names are used, they refer to factories such as on the Trent and Mersey any boatman would know where "Fittmon Piddok" was at Burslem, "Cauldwells" at Congleton; also there is "Mile Pound", "Straight Reach" etc.

On page 19 you say that the last boat down the Huddersfield Canal was in 1949. I very much doubt this. In 1939 we walked up the Huddersfield Canal to Stalybridge to inspect the locks, as we had a cargo to take to Preston Brook from Stalybridge. The canal had not been used for a number of years and we found it unnavigable.

CHAMPAGNE SEND-OFF FOR HOLIDAY PRIZE WINNERS

by Robin Thornber

It was a 'champagne send-off' for the family who won a week's holiday cruising in canal narrowboat - the first prize in a raffle in aid of the Tameside Canals Festival at Portland Basin, Ashton-under-Lyne, last July. Mr John Mason, a 32-year-old painter and decorator from 23 St Georges Drive, Hyde, sold himself the winning ticket. He is a member of CAMRA (The Campaign for Real Ale), which organised the festival jointly with the Huddersfield Canal Society and the Inland Waterways Association.

Canal Society members dressed in traditional canal costumes were at the Russwell Canal Boats marina at Bollington, on the Macclesfield Canal, on Saturday morning (April 28) to wish Mr Mason 'bon voyage' as he set out on his holiday with his wife, Linda, their daughter, Gillian, and his brother, Steve Mason. Mr Peter Freeman, vice chairman of the Huddersfield Canal Society, presented the family with a bottle of champagne and a year's free membership of the Society. Gillian celebrated her fourth birthday (Monday April 30) on board the narrowboat 'Keats' during their cruise down the Macclesfield Canal.

It was their first trip on a traditional narrowboat, Mr Mason said, although they spent their holidays on a cruiser on the Norfolk Broads and the Lancaster Canal.

"We're just going south to see how far we can get," Mr Mason said. "We haven't even got a map. But we've brought the Good Beer Guide."

Their cruise should have begun from Russwell's boatyard at Portland Basin, Ashton-under-Lyne, where this year's Tameside Canals Festival will be held on August 4 and 5. But the closure of Marple Locks for repairs meant that the starting point had to be transferred to Bollington.

Tickets for this year's raffle - with a week's canal holiday as the first prize again - are now being sold by members of the Huddersfield Canal Society, the Inland Waterways Association, and the Campaign for Real Ale.

## EXHIBITION TO CONSALL FORGE

By Peter Freeman

On 30th June the Mikron Theatre Company performed "Where's Our Cut" (about the Huddersfield Narrow Canal) at Consall Forge on the Caldon Canal. Five HCS members gave their support by taking publicity material and camping nearby for the night. Road access to the valley is through the private Podmore Estate - private cars are unwelcome.

So the Society's exhibition tent was taken by car to Froghall,  $2\frac{1}{2}$  miles away, where Bill Young of Froghall Wharf Passenger Service loaded it onto his horse-drawn passenger boat. The tent and 50 passengers were then taken to Consall in time for Mikron's show. Another passenger boat arrived from Chadderton, giving an audience of over 100 people at the remote Black Lion pub. The show was performed on the railway line whilst the audience sat in the pub garden.

The next day HCS members were invited on to Mikron's boat 'Tyseley' for the journey up the valley. A good move since difficulty was expected through silting. Just above Oakmeadow Ford Lock, Tyseley went aground on a scour across the canal. It took  $\frac{3}{4}$  hour of rope pulling, silt poking, poling and rocking to get free.

Then it was a walk back to Consall to load the tent on to Bill Young's boat, for the journey back to Froghall.

## H.C.S. CANAL HOLIDAY

Proposed route is Shardlow - Stoke-on-Trent - Caldon - Shardlow - Leicester - Erewash - Shardlow.

At the time of writing there are two places still available over the fortnight from 22 September. Come for as long or short as you wish. Details from Peter Freeman, 14 Burnell Court, Heywood. Lancs.

## AMENDMENT TO 'PROFILE' (last issue)

We are now informed that Peter Freeman is Area Management Services Officer for Oldham Area Health Authority.

Graham Maskell is in fact 28 years of age and not 38 as stated.



### MARSDEN FESTIVAL (8th SEPTEMBER)

A disappointing reaction to previous appeals for help and for boats to attend. We offer to provide a trailer (for boats up to 14 feet) and a commemorative plaque for boats launched on the canal. Wouldn't you like to be the first to cruise on the summit pound for 30 years?

Mikron will provide the entertainment on Saturday Evening.

For those without boats, a steam trip boat and a horse drawn boat will be available.

For details or offers of help contact Bob Dewey or David Finnis (see front cover).

### WEST YORKSHIRE STRUCTURE PLAN

The Society is one of the very few groups to be invited to attend the public inquiry into the plan. No details of how the presentation will be organised are yet available. October is the date set.

Thank you to all of you who wrote in objecting to the dreaded 'L10' policy. (This policy seems to say we will protect most of the canal but destroy the remainder - its a bit like promoting a motorway from Manchester to Huddersfield whilst leaving breaks in Slaithwaite and Stalybridge!)

Robert Dewey

### HUDDERSFIELD BROAD CANAL CERTIFICATES

Certificates are now available to anyone who can produce suitable evidence of successful navigation of the Broad Canal. Apply to Trevor Ellis (see front cover). Please send a foolscap S.A.E.

### ROCHDALE CANAL

Brian Holden wrote in WRG Magazine No 74 that as a result of the nationwide support (1,310 good letters of protest from well informed canal enthusiasts and many thousands of protest signatures), the Road Construction Unit has opened discussions with the Rochdale Canal Society giving cause for guarded optimism. The Society's civil engineer has drawn up alternative plans to avoid blocking the canal and these have been called for by the Road Construction Unit.



## WE NEED MORE CANALS

By Chris Farrar

If anyone needs convincing that we need more navigable waterways for the benefit of those wishing to cruise them - then a week on the Southern Oxford Canal should do the trick! I have just completed a week travelling from Leamington Spa to Oxford and back. Fortunately the holiday was deliberately arranged to travel against the main stream of other boats but nevertheless considerable delay and frustration was encountered at many of the locks. You may well argue that one of the pleasures of canal cruising is to have time to stand and stare, to pass the time of day with others, but when you are fifth or sixth in a queue of boats, in the pouring rain, then the urge to make progress becomes stronger. The Southern Oxford Canal is one of the most beautiful in the midlands and many of its delights are best enjoyed in solitude rather than in a cavalcade of boats rushing to an artificial destination only to turn round and race back home to base.

What this is really saying is that we need more canals, particularly those like the Huddersfield Narrow Canal, which although very different from the rural canals of the midlands, has many distinct advantages. In the case of the Huddersfield it will eventually form rings with the Leeds & Liverpool and hopefully the Rochdale, which gives more scope for non-repetitive cruising. (It is recognised that a major reason for congestion on the Oxford is the current closure of the Braunston Tunnel). The northern waterways have been in the past, less popular than others, possibly because of the larger numbers of locks which is of course an attraction to many. With the upsurge in interest of Industrial Archaeology what better canal to travel than one which is linked to the heart of the wool industry through to the cotton towns, with so many towns, villages and industrial communities along its banks? One last point, there are probably more canal side pubs between Slaithwaite and Marsden (3 miles) than between Napton and Thrupp (40 miles) - but then with all those locks you will need them!

Yes - we certainly need more canals; we need the Huddersfield Narrow Canal - open and in good working order - and I for one eagerly look forward to the day when boats will again sail from Huddersfield to Ashton not in peaceful rural solitude, but in a vigorous, interesting environment with tantalising views of Pennine moorland as the locks rise to the summit.

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MEET THE HORSE by Pter Freeman

"Meet the horse" says the leaflet produced by Froghall Wharf Passenger Service. So we met 'Badger' the horse, pulling 'Birdswood' a tripboat on the Caldron Canal. We also met Bill and Jacki Young and crew who operate the trips, living much of the time on an ex-BCN tug 'Helen'. We were impressed by the tripboat, especially the way in which up to 50 excellent home cooked meals were produced from the tiny cabin. Given notice, a special VIP service is available for physically handicapped passengers. Clearly canal enthusiasts, Bill and Jacki bought the boat whilst on honeymoon!

Bill entertained us with much hospitality (and beer) explaining how they operated their extremely successful boat trips. Traditional clothes are worn by the crew; and female members of HCS were particularly interested in Jacki's bonnet as it differed from the ones they wore when attending our Society's stand. Commenting on the boat's offset layout for passengers, we were told the tale of another boat with conventional seating. Carrying an all male party, the boat passed an attractive girl. All the passengers moved to one side of the boat nearly causing it to capsize.

Anyone would think that horse-drawn trip boats would be encouraged, but it was disappointing to hear of the difficulty in getting permission to operate. Fortunately there was considerable local support, and after 18 months or so, Bill & Jacki were able to start.

Details from Froghall Wharf Passenger Service  
Canal Wh Basin, Foxt Road, Froghall, Cheadle, Stoke-  
on-Trent. Telephone: Ipstones 486.

## THE DIGGLES

Newer members of the HCS may be slightly puzzled when they read about Napoleon Diggle, Archimedes Diggle & other characters in Pennine Link. The 'Diggles' are the mascots of HCS, living in caverns in Standedge. Creators of these characters are Diana Cooper & Peter Freeman. Peter says that the idea came whilst in a pub in Ashton in 1976, following a few pints of Wilson's bitter. Marvellous what it can do for the imagination! The Society of course already sells (faster than we can make them) cuddly Diggles; has Diggle badges, and has featured Diggle cartoons in this magazine. Diggles have also been seen in local carnivals and at our Canal Festivals.

Mikron Theatre Company's new show "Where's Our Cut" uses the Diggles - Stanley, Rita, Boadicea and Napoleon - as the theme in telling the story of the Huddersfield Narrow Canal.

Our committee is to consider whether we should promote our furry friends more, to link with Mikron's show.

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## VIDEOTAPE - IT'S FINISHED

At last! Our intrepid team of Video Tape Record-erists have finished their 16 minute epic "we Dig Canals" which tells the story of a weekend with canal restoration volunteers Waterway Recovery Group on the Droitwich Canal at the end of last year. We hope to include this TV programme some-time in a meeting at Oldham Community Centre. Watch the Diary page in PL. Given sufficient notice and reasonable travelling distances, we are willing to show this programme at other locations too. We have also recorded on videotape the whole of Mikron Theatre Company's new show about the Huddersfield Narrow Canal - "Where's Our Cut".

This is Jonathon Diggle, for HCS TV.

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DIARY

Aug 4/5		TAMESIDE CANALS FESTIVAL - Portland Basin, Ashton**I
Aug 8	8.00 pm	Old Hunters Tavern, Stalybridge
Aug 9	8.00 pm	East Side - The Globe, Slaithwaite
Aug 17/19		NATIONAL RALLY - Northwich <sup>I</sup>
Aug 19		OLDHAM SHOW**
Sep 3	8.00 pm	East Side - Four Horse Shoes, Millsbridge
Sep 8		HCS FESTIVAL - MARSDEN**
Sep 8	7.30 pm	Mikron Theatre: "Where's Our Cut?" - The Railway, Marsden
Sep 12		West Side - contact West members
Oct 4	8.00 pm	East Side - The Albion, Longroyd Bridge
Oct 10	8.00 pm	West Side - Old Hunters Tavern, Stalybridge
Nov 7	8.00 pm	Commercial, Slaithwaite <u>East Side.</u>
Nov 14		West Side - contact West members
Dec 12	8.00 pm	West Side - Old Hunters Tavern, Stalybridge.

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Derek Walker 021-236 - 5331. (Walk)  
\*\* HCS Stand present

I IWA Working Parties - Details:  
Dave Carpenter, 180 Elmfield Drive,  
Odsal, Bradford 677307

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The Diggles © 1979 Huddersfield Canal Society

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