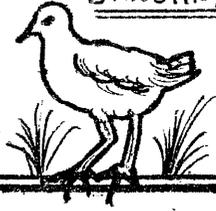


Huddersfield CANAL SOCIETY



PENNINE LINK



HUDDERSFIELD CANAL SOCIETY
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Graham Maskell (W) 19, Quick View, Mossley, Lancs.
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West Side : Audrie Kinnear, 73, Gower Street,
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Front Cover by Roy Charlesworth.

PENNINE LINK.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY.

No.32

January, 1980.

Editor: Mrs. Diane Charlesworth
Typing Mrs. Sue Gibson
Collating & Distributing: East Side Members

CHAIRMAN'S REMARKS.

These notes are being written on New Year's Day, 1980 and it is, therefore, appropriate that I should wish all members and friends of the Huddersfield Canal Society a Happy and Prosperous New Year.

Snow is lying outside and following three days of frost, I suspect that most canals, including our own, are frozen over. It is, therefore, difficult to concentrate the mind upon the practical aspects of restoration and upon festivals to be held on summer days. Nevertheless, today is the start of a new decade for the Society and it is reasonable to attempt a certain amount of crystal-ball gazing and try to forsee the future into the '80's. It would be interesting to speculate on the contents of 'The Link' in January 1990 - assuming there to be a Pennine Link or even a Huddersfield Canal Society! I think there will be both, probably neither in the present form, but both active and recognisable. The Society is healthy in both body and finance and membership continues to grow strongly and I see no reason why, with the support of its members and a strong committee, it should not flourish for many years to come. Will the canal be completely restored? I do not think so, although I expect considerable steps to have been taken. There is no doubt that complete restoration will be both a practical and financial undertaking and the experience gained over the last five years together with that of other restoration bodies indicate that it will take more than another decade to see it through.

It is probably true to say that in its present form the Society could not handle many of the major aspects of

restoration. Major changes will be necessary if we are to make significant progress, which I believe is possible, during the 1980's. In the meantime, experience is being gained with more limited scale projects such as the Uppermill restoration. Local support is being enlisted with the help of the Saddleworth Historical Society and negotiations have been started formally with British Waterways Board. Our experiences have shown that a boat on a canal, particularly one which the general public can sail, is a popular attraction and a means of gaining support. The committee is, therefore, actively examining the possibilities of providing a boat on the Huddersfield Canal - albeit on very limited stretches.

There is much to look forward to in the '80's - the coming year could be the most exciting and progressive in the Society's history - but only with the support and help of the membership. Attend East and West side meetings, assist with working parties, lend us your skills and experience and help to make 1980 a constructive and prosperous year for the Huddersfield Canal Society.

Extract of a letter received from Dave Goodwin of 36, Harborough Road, Desborough, Northants.

Following the correspondence in 'Pennine Link' about Lock/Pound names, and the conclusions that some originated from local Mill names (on the Huddersfield) or simply evolved over the years by the usage of the boatmen (on the Ashton) I was fascinated to read a 1971 book about the Broads by Robert Malster entitled "Wherries & Waterways". Eight pages at the back of this large-format book are devoted to the various River-reaches and the derivation of their names.

.....
 Among the many interesting names and explanations are, Muckhole Reach or Spicey Island Reach - ran alongside a Corporation rubbish tip. Turn-pudden Reach - got its name from the habit of the Wherry-men of nipping down below to turn the pudding on the stove when they reached this spot. Mautby Swim & Runham Swim were so called from the practice of swimming cattle across the River to and from the Marshes.

.....

RESUME OF COMMITTEE MEETING HELD ON 1st NOVEMBER, 1979
AT THE GREAT WESTERN INN, STANDEDGE.

Treasurer's Report.

PROJECTS.

- Uppermill : Saddleworth Historical Society given backing.
 To proceed with sub-committee. Report to
 be sent out - BWB and M.P.
- Tunnel End : Visit to Depot and cottages November 10th.
 Colne Valley Society to be approached re
 conservation.

Formation of Company.

Proceeding well. Common Good Trust want
 more information.

FESTIVALS.

- Tameside '79 Final Profit £2,000+
- Tameside '80 Float agreed, 20/21 September probably at
 Aspley. HCS publicity on above days will
 be East and West members respectively.

Reports of Sub-Committees

- East : Minutes circulated.
- West : Telegram sent to Mikron on last night.
 Video available.

Publications/Stationery.

No copies of Huddersfield and Stalybridge Studies left.
 To reprint, same format, but East and West side to revise
 them! Reprinted notepaper when company/charity formed to
 be advised.

Towpath Guide contributions now required urgently.

Correspondence dealt with:

West Yorkshire Structure Plan:

Report given of Society's contribution at Examination in
 Public. Hope some modifications may result.

Any other Business:

BWB to be asked to dredge section by Tollemache Arms.

Items for next Meeting.

- Photographic equipment
 Canal Trips for Councillors
 Boat Trips for Public.

MEMBERSHIP

I am pleased to welcome the following new members:

589 Andre Duprey,
 590 Will Suter,
 591 Carole Bloom,
 592 Mr. & Mrs. E. Carroll,
 593 Mrs. Angela Wray,
 594 D. & P. Monahan,
 595 T. Burns,
 596 R & M. Hilton,
 597 Alan Daniel,
 598 Ramsden Family,
 599 Maria Roberts,
 600 Jonathan Wakefield,
 601 Cllr. Dorothy Lindley,

ADVANCE NOTICETHE SIXTH ANNUAL GENERAL MEETING.

The 6th annual general meeting of the Huddersfield Canal Society will take place on Friday 25th April, 1980 at 8.00pm at Ashton Town Hall. Nominations for officers and committee members are invited.

HCS MEMBER HELPS BWB.

The licensee of the Tollemache Arms at Mossley has installed a new window so that customers can look out onto the canal. (He's also waiting for the canal to be restored and will then open a beer garden alongside he says). Unfortunately the canal at present is overgrown. Work on the canal by HCS members seems to be discouraged by BWB and/or the Trade Unions. BWB seemed interested in clearing up the canal at the back of the pub, but could not find any suitable tip for the dredged material.

Member Leon Howard has offered the use of land nearby for the dredged material. We hope that BWB will take up this offer. Now the next problem is getting an excavating machine into this section of canal.

CHRISTMAS QUIZ.Chancellor Diggle.

Following the success of last years East Side Christmas Quiz it was decided that we should have another one this year and throw out a challenge to West Side members for a quiz of general canal knowledge.

should have known better than picking a pub on Standedge in December for a venue because as everyone was arriving the snow was falling steadily, actually it was being whisked up by a force 8 gale.

After a few minor misunderstandings the quiz started about 8.30pm and took about an hour for the forty slides to be shown.

Some questions were awarded 2 points for a correct answer to make a possible total of 50.

As there was an uneven number present from each side, it was decided to have an individual winner and then compute an average score for the East and West **which after a few pints took some doing, however, the result is summarised as follows:**

	<u>East</u>	<u>West</u>
Total points scored	<u>214</u>	<u>181</u>
out of a possible	450	500
Number partaking	9	10
Average score	23.8	18.1
Highest Individual Scores	41	28
	Mike Lucas	Les Winnard

I will not say who had the lowest score of 5. Your Chairman managed a score of 40, and your Secretary 34, after adjusting for the questions he set (one of which he managed to get wrong !)

Considering some of the questions asked, I suppose that the standard of answers was reasonable. However, I was surprised at the members who could not answer correctly the easy ones, like what year was Standedge Canal Tunnel officially opened? !. Is H C S failing ?

After the quiz your Sales Officer did a roaring trade selling HCS stock to the unsuspecting members of the

public in the pub and the prize kindly donated by a Kirklees Councillor the night before was raffled. It was won by the barman.

All in all I think it was a good night and I am sure those who attended were not disappointed.

I am now looking forward to next years quiz, perhaps it might be organised by the West Side as a return match?

Secretary Bob Dewey received this letter from M.J.Davey of the Transport and General Workers Union.

Huddersfield Canal Society.

I would refer to your letter to me of 10th October in relation to the above matter and I have had further enquiries made as to whether in fact permission was refused by British Waterways on agreed terms that the union was not prepared to allow volunteers to improve the restoration of the Huddersfield Narrow Canal.

I am advised that the National Secretary Bro. T. Cronin did in fact in February of this year inform the British Waterways that union consent would be withheld for volunteers and others (STEPWEP) until "other negotiating matters" had been cleared up. This is still the position and I would therefore suggest that the proper approach in this matter is for the Huddersfield Canal Society to ask if these matters have been cleared up so that access can once again be restored.

Footnote the committee continues to follow up this matter.

THE OLDHAM TINKERS on 21st March, 1980 at 8.00pm. Heyrod Residents Assn. (Mossley) and HCS are jointly promoting a concert by the Oldham Tinkers. This very popular group have produced several LP's of local songs ballads and lyrical scraps. Titles include Oldham's Burning Sands, The Four Loom Weaver, John Willie's Ragtime Band and Lancashire Toreador. All three of the Tinkers sing. Larry Kearns plays guitar, mandoline and whistle, Gerry Kearns plays guitar and John Howarth plays banjo and concertina.

There will be a bar and pie and peas and other refreshments will be available.

Tickets £1.50 each available from Hazel Maskell, 19 Quick View, Mossley, Lancs. S.A.E. Please.

A TRIP BOAT FOR 1980.Graham Maskell.

HCS members are shortly to be the proud owners of their first boat.

She's a 20 foot wooden boat in poor condition but we hope to start work soon and have her "ship shape" by summer 1980.

She was raised on 2.12.79 from Portland Basin by seven strong and courageous lads who battled against strong winds, thick mud and lots of water. On 8.12.79 she was brought by trailer (many thanks to Robin Witter and John Davies) to rest in my back garden to await repairs.

Once I have contacted her last known owner "working parties" will commence as soon after Christmas as possible (weather permitting). So, if you have any boat building knowledge and/or materials like marine ply lying around that you'd be willing to donate, I'll be glad to hear from you (see inside front cover for my address and phone no.).

Progress bulletins will appear in future Pennine Link's meanwhile any ideas for a name?

SHELL AWARD.

On Sunday 25th November at 9.30 on a wet cold windy morning several members of the Huddersfield Canal Society Committee gathered on the towpath near Marsden Station to see their Chairman be presented with a cheque for £100 and the Shell Book of Inland Waterways.

Shell (U.K) Ltd. & I.W.A. annually award a total sum of £20,000 to numerous projects being undertaken on the canals all over the country. Applications are invited and this year Huddersfield Canal Society submitted two schemes: one for the erection of information boards at the access points to the canal towpath and the second, the towpath guide, which is currently being produced. The award of £100 was made for the erection of the information boards.

The award was presented by Mr. Rodney Miskin on behalf of Shell (U.K) Ltd.

HCS MEET LOCAL COUNCILLORS.David Finnis.

On the evening of Thursday 13th December four of your committee members were busy persuading a group of Kirklees Councillors whose wards are in the Colne Valley that a restored canal is not a pipe dream and would be beneficial to everyone.

Before the meeting began, the pub room where we were meeting was suitably 'plastered' with posters featuring canal scenes and information on our canal. HCS press books were also on display as proof that we are active and not just talkers!

I started the proceedings with a brief introduction about HCS and then handed over to Bob Dewey who quickly outlined the history of the canal before showing a number of slides depicting the various aspects of canals eg., commercial, pleasure, canoeing, fishing, walking, restoration etc.

There then followed lengthy discussions about our canal and I am sure that from the interest shown we will have won a few more allies.

During the evening a package was received from a councillor who could not be present, containing a cheque for her subscriptions and a prize to be raffled at the next suitable occasion. Needless to say as the councillors departed we made sure that they had at least one membership form with them.

I believe that evenings like this are vital to our cause and would hope that similar events are organised for other councillors (council officials etc) both East and West in the near future.

RADIO LEEDS - TRANSPORT YORKSHIRE.

A new series of programmes about transport in Yorkshire which will feature regular spots on waterways. Peter Spence of CNS is co-ordinating the waterways content and is willing to mention any HCS event in Yorkshire. The Programme will commence at 7.00pm on January 8th and will continue indefinitely depending on reaction.



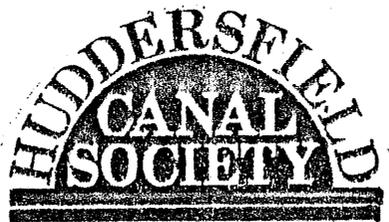
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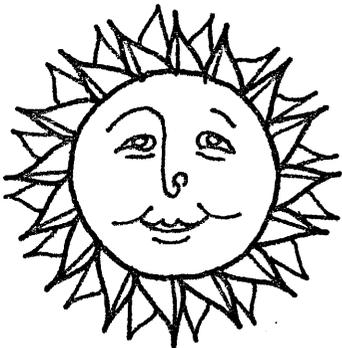
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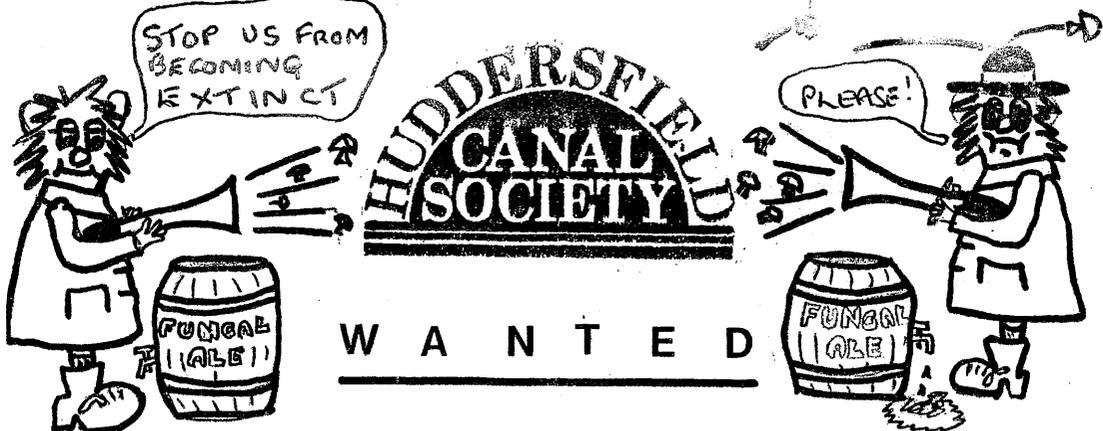
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Please forward your ads with remittance (payable to Huddersfield Canal Society) for 1 or 6 issues to the Editor (address - front cover).

EXTRACTS FROM 'A STUDY BY THE HUDDERSFIELD CANAL SOCIETY AND SADDLEWORTH HISTORICAL SOCIETY INTO THE PROPOSED RESTORATION OF A SECTION OF THE HUDDERSFIELD NARROW CANAL - NEAR UPPERMILL!'

INTRODUCTION.

The Huddersfield Canal Society was formed in 1974 to consider whether the Huddersfield Narrow Canal should be improved and ultimately restored to navigation or whether it should be allowed to continue to fall into dereliction despite the expenditure of money on it by the Authorities.

A feasibility study was published in 1975 ('The Huddersfield Narrow Canal - A unique Waterway') which looked at all the problems that restoration would create, but also the benefits which could accrue to the community. The local councils were all supplied with copies of the study and during that year planning policies were adopted which in general terms indicated that the councils wishes to preserve what remained intact of the canal for the future recreational use of the local people.

Since that time, the Huddersfield Canal Society has been working to take those policies a step further by persuading the local residents and the authorities that restoration to navigation is a desirable long-term objective. It has become increasingly apparent that the majority of people regret that the canal was closed and would welcome the added interest which boats would bring to a cleaned-up and maintained canal through their communities.

The restoration throughout is, however, a long-term and costly project. Apart from the major blockages in Huddersfield and Stalybridge town centres, the numerous locks requiring repairs and new gates and the culverted road crossings add up to a major project requiring total commitment (not necessarily in financial terms) by all the parties involved.

As a demonstration that restoration is practicable we would cite the restored Ashton & Lower Peak Forest Canals which are close at hand or the Droitwich Canal (in progress) where very costly civil engineering projects are involved. However, for some these are remote and

there is a strong desire to get on with the job on home ground. Accordingly, the Huddersfield Canal Society puts forward this report for your consideration and blessing as a scheme which can offer much to the local community as well as to the many visitors which the area already attracts.

THE PROJECT.

To illustrate that restoration is not just an 'enthusiasts pipe dream' we have chosen a section of the canal between Wade Lock (Lock No.21W) and the A670 Woolroad crossing below Lock No.24W. This is a distance of around $\frac{3}{4}$ of a mile (1200 metres).

This section has been chosen for two principle reasons. Firstly, it will have a useful function on its own when restored - it is not merely 'just another section' of canal. In its short length it passes the newly extended Saddleworth History Museum, the Tame Valley Warden centre (under conversion at present) and the Wool Road Warehouse - a building of some historical merit and one which is being refurbished by the Saddleworth Historical Society as an exhibition centre and store. The canal passes under the Uppermill viaduct carrying the main Huddersfield to-Manchester Railway across the Tame Valley at high level and at the same time itself crosses the river on a massive stone aqueduct. The differing civil engineering approaches of the canal and railway engineers to the river crossing are interesting as indicative of the progress made in the short span of 50 years.

The second reason for the choice of this section is that it contains examples of cascaded locks, a filled-in section of canal, and the general need for dredging and minor repairs to banks, towpath walls etc. If these problems can all be overcome here, there seems no good reason to doubt that the entire canal can be restored in the course of time.

THE DETAILS OF THE PROJECT.

The canal conveniently divides into 6 sections which have been sequentially lettered in this report.

SECTION A From Head of Wade Lock(21W) to Cloggers Knowle Lane Bridge. 180 yds. 167m.

This length passes the attractive landscaped gardens in Uppermill and includes the winding point/basin adjacent

to the Saddleworth Museum. The canal is maintained at normal level and is free from all visible obstructions apart from a few tree branches. The banks are in good repair. The only action necessary to restore full navigation would be dredging, although navigation with a limited draft vessel (20";500mm) could take place immediately.

Dredging to a good standard would involve removal of some 1000yds³; 750m³ of silt.

SECTION B. From Cloggers Knowle Lane Bridge to Head of Lock 22W. 530yds; 490m.

This is also an attractive length, which passes close to the river and is a popular walk. The canal appears to be in a fair state with no apparent major obstacles. The banks are generally in good repair. Some debris from the towpath wall is in the canal close to the edge and its removal would improve the depth as well as providing material for re-building the towpath wall. The only major works necessary are:

1. Removal of some trees close to bottom of lock.
2. Removal of debris and fill material from lock.
3. Repair of lock, fitting gates, paddles etc.

As far as can be established, the lock chamber appears sound, but this can only be confirmed after removal of the concrete and fill. The details of the work involved for this and the second lock above are dealt with elsewhere.

In addition the comments regarding dredging are as for Section A - the total of silt to be removed 2600yds³, 200m³.

SECTION C : From Head of Lock 22W to tail of Lock 2BW 210 yds; 200m

There are no major obstructions in this section although the comments regarding removal of debris from the towpath wall and dredging mentioned earlier again apply. Total volume of silt: 1600yds³; 1250m³.

To be continued.

BWB TAKE OFFENCE AT ICEBREAKER REMARKS.

Pennine Link received this letter from Mr. J. Freeman of BWB; dated 27th November, 1979

- ' I must take issue with your Chairman in his remarks in 'Pennine Link' for November. The Huddersfield Canal Society may consider the icebreaker residing in the tunnel mouth 'perfectly suitable for limited trips' but because your members think so this does not make it so, neither can British Waterways absolve itself from its liabilities by having a signed indemnity when the Board are aware that there are risks in allowing one of their craft to be used, as any legal expert will acknowledge.
- ' The icebreaker is totally unsuitable for passenger carrying, as desired by the Society. It has not had a Board of Trade Certificate issued for this purpose. Being a workboat it has many sharp projections which make it unsuitable in its present condition for the purpose intended by the Society.
- ' I find it curious that, taking into account the many thousands of trailed pleasure craft owned by the public the Huddersfield Canal Society could not find one interested person to bring his craft by trailer and the only alternative was the British Waterways vessel.
- ' I resent particularly the remarks regarding co-operation particularly as I and my staff have given up our own free time to attend functions and meetings and generally to wait upon your Committee. Co-operation is joint efforts, but your Chairman seems to be saying that "we need co-operation and you British Waterways will do all the co-operating, not us."
- ' Statements as printed in your journal are counter productive, implying as they do that my staff and myself are indifferent, unhelpful, if not anti-Huddersfield Canal Society, and nothing can be further from the truth.

Chairman Chris Farrar replied as follows to BWB letter:

Thank you for your letter of 27th November 1979 addressed to Mrs. Diane Charlesworth. I am pleased that my editorial has stimulated comment from the Engineering Department of the Board, through yourself.

It was certainly not intended that the statement should be taken as any form of specific criticism of either individuals or of departments, but more an indication of the sort of problems we are up against in trying to make physical progress. I still believe that the 'boat incident' was evidence of a bureaucracy trying to find reasons why something should not be done rather than making a joint effort to solve a real problem. On the practical side I am convinced that the icebreaker would have made an almost ideal trip boat for a one-off occasion - whereas a trailed pleasure boat with limited accomodation would not.

On a personal note, my committee and myself are most grateful for the time which you and your staff have generously given to support functions and meetings, and there has never been any suggestion that you are indifferent to the aim of the Huddersfield Canal Society.

If I may finish in a constructive view; as you are no doubt aware, we are now firming-up proposals to begin restoration of the Uppermill stretch and I would suggest that this will provide an ideal opportunity for joint co-operation between the Board and the Society with a constructive objective in mind.

I assume that since your letter was addressed to the Editor that you have no objection to publication of the contents, together with this reply. I think that Mrs. Charlesworth would like confirmation of this before going to press.

May I take this opportunity, on behalf of HCS of wishing you and your staff all the best for Christmas and the New Year.

BWB replied as follows on 28th December:

Thank you for your letter dated 20th December, 1979. I have no objections to my letter being printed and there was certainly no bureaucracy with regard to the icebreaker.

SURVEY OF HUDDERSFIELD CANAL BY ROBERT WHITWORTH (SNR)
DATED 11th AUGUST 1797.

Continued from November, 1799 Pennine Link.

If a temporary stop is to be made, for Want of Finances to carry on the Works, this appears to be the proper Place to make a Halt at.

From this Place up to the Tunnel, a Distance of about Two Miles and a Half, there is nothing done except a Bridge and a small Aqueduct, near the Tunnel-End, which are finished.

There will be Eleven Locks and about Five Bridges to build in this Part, which perhaps may be some Time before they are done or even begun.

As the Canal is not set out in this Part, I could only view the Line that is marked upon the Plan, which appears to me to be as good as any the County affords.

But in the Course of my Survey from Ashton to this Place, I, pursuant to my Instructions paid particular Attention to the setting out of the Line of the Canal, and I can truly say, I think it is set out with as much Judgment and Economy as any other of ever so much Experience could have done it; indeed, there is no one that may not be mistaken with the Appearance of the Ground, which was the Case in some slipping Ground in Stayley-Wood, which I think no one could foresee.

It certainly would have been better to have taken the River Course for a short Distance; but the Slips will be easy to secure, by taking a little from the opposite Side, to make Room for the River, and taking up the Steaneards, and laying them at the foot of the Bank, and covering it with Rubble Stone, of which you have Plenty below the End of Scout Tunnel.

Notwithstanding Ten of the Locks are navigable, yet as the Water was taken out of most of the Reaches, on Account of some Repairs, I could have no opportunity of seeing them filled and emptied, to try the Soundness and Tightness of the Lock Walls and Gates; all that I can say is, they have the Appearance of being well executed, and I have very little doubt but they are so,

from seeing the internal Part of those that are now building. The Plan they are built upon is very proper one for Strength and Permanency.

And, as the Water was out of the canal, I could not learn whether the Lining and Puddling was Water-tight or not; but as there is so much of it, being almost the whole Length, it cannot be expected it will all be tight.

This has been a very expensive Part of the Work, I dare say double or treble what could be forseen, when the first Survey and Estimate were made.

I have viewed the Reservoir at Swineshaw, which will be a very expensive Piece of Work; it has a prodigious large Head for a small Surface of about Thirteen Acres of Water; and, from the Appearance of the Strata of the Ground, I think, cannot be made Water-Tight, nor nearly so: Yet it will retain the Flood-Waters, or Part of them, till they become useful, as it may be expected more Water will be wanted, to bring the Trade up to the populous Neighbourhood about Stayley, &c. than will be wanted up higher towards the Tunnel.

This Head appears to be about $\frac{2}{3}$ done.

I come now to the Tunnel, which certainly is the most stupendous Piece of Work, of the Kind, that has ever been projected in this Kingdom, both for Depth and Length; it is more than Three Miles long, and Six Hundred and Sixty Feet deep, in the deepest Part.

It is really alarming to view the Profile of this Tunnel, and to see how little is done, in Proportion of what is yet to do ; But there is a great Deal of Machinery prepared to carry on the Work.

***** To be continued.

TAMESIDE FESTIVAL MEETINGS.

If anyone is interested please attend on 16th January, 1980
at 8.00pm at The Fox Tavern
Ridge Hill Lane,
Stalybridge.

Letter to the Editor from Councillor T.L. Norris,
56, Radcliffe Road, Golcar.Hudds.

Some time ago I wrote to Pennine Link as a prospective candidate in the local elections, pledging my support to the aims of the Canal Society and putting forward the view that progress on realising these aims was inexorably linked with politics. Having won a place on the Council it would seem appropriate to report on what steps I have taken. At a recent meeting of a Council committee which was discussing Kirklees evidence to the structure plan examination in public, I took the opportunity to raise the question of the policy on the canal.

Myself and another Councillor from Holmfirth successfully moved a motion for the officers to prepare a report on the whole question. This was duly done and presented to the next committee. Whilst distinctly sceptical about the possibility of restoration, it did make clear Kirklees' clear commitment to development of the canal, as a leisure asset for walkers, anglers and naturalists and reiterated the policy of generally resisting encroachments on the line of the canal. The report also asked for future guidance. I proposed a three-fold strategy. Firstly improving public access, particularly in Huddersfield. The report suggested opening up access to the tow-path from Queen Street South. Other possibilities could include access to parts of the canal within premises at present being vacated by Haighs and Eldon Combing. Secondly that part of the canal most in water be used for some type of boating, particularly canoeing. Thirdly looking at the possibility of the tunnel end area being accepted as a tourist attraction by developing a museum and interpretation centre at the warehouse and cottages. These proposals will be looked at and reported on in due course.

Meanwhile I have been pleased to see activity by members of the committee directed towards persuading local councillors and political parties of the benefits of a policy of eventual restoration to navigation of the canal. The recent meeting held with Colne Valley councillors was a very useful exercise and will hopefully

be followed by similar meetings with a wider selection of members. I feel sure this is one way which progress can be made. Informal discussions with fellow members have been far from discouraging; many have been on canal holidays and are easily convinced of the value of leisure canals in general. The problem is to get them to see that our canal is potentially just as magnificent as others in the Midlands and South and to accept that its restoration to navigation is both feasible and desirable. For the canal to adopt a firm policy that eventually restoration to navigation should take place would be a major step forward. The Society must press on with selling this idea to as wide a range of interest groups as possible.

Letter received from HCS Member Frank Bennett (Tech, Engr.)
"Lynwood" 124 Lodge Lane, Dukinfield, Cheshire. Tel. 061 303 0860

As you will know under the new standards for the equipping and constructing of pleasure and house boats which comes into force on 1st January, in the case of house boats and 1st March in the case of hire boat licences. The BWB Amenity Services Division, require a Certificate of Compliance with the Boards standards to accompany every first application for a house boat registration certificate or a hire boat licence.

You may be interested to know that such certificates of compliance will be acceptable to BWB if issued by Fellows, Members or Associate Members of the Institute of Marine Engrs. As I have the honour to be an Associate Member of the Institute as well as the holder of a Dept. of Trade Certificate of Competence as a First Class Engineer on both steam and Motor Vessels. I would like to offer my services to Members of HCS in respect of the issue of these certificates. I could not undertake this work free of charge however as a certain amount of travelling would be involved. I would however undertake the work for members of the Society free of any fees except for the expenses incurred by me in visiting the boat on site and the cost of any postage, telephone calls etc., in connection with the survey. I would therefore be most obliged if you could bring the above offer to the notice of members along with my address and telephone number as given above.

DIARY

ALL HCS Members are welcome to these meetings.

- Jan.3 8.00pm. East Side. Railway Inn, Marsden.
Jan.9 8.00pm. West Side. King William IV, Greenfield.
Jan.23 8.00pm. * HCS Video Show plus Ron Buckley on
Traditional Painting.
Feb.7 8.00pm. East Side. Royal Oak, Chapel Hill, Hudds.
Feb.13 8.00pm. West Side. Old Hunters Tavern, Acres Lane,
Stalybridge.
Feb.27 8.00pm. *HCS/PFCS Waterways Pot Painting.
Mar.6 8.00pm. East Side. The Albion, Longroyd Bridge.
Mar.12 8.00pm. West Side. Tollemache Arms, Mossley.
Mar.21 8.00pm. Oldham Tinkers, George Lawton Hall, Mossley.
Mar.26 8.00pm. + HCS/PFCS 'Shropshire Union Canal'
Peter Whitehead
Apr.3 8.00pm. East Side. Four Horseshoes, Milnsbridge.
Apr.9 8.00pm. West Side. Old Hunters Tavern, Stalybridge.
Apr.23 8.00pm. * Birmingham Canal Navigators.
May 14 8.00pm. West Side.
May 28 8.00pm. *HCS/PFCS: End of season natter
June 11 8.00pm. West Side. Old Hunters Tavern, Stalybridge.
- + Venue for HCS/PFCS King Street Baptist Church, Oldham.
* Venue for HCS/PFCS Community Centre, Greaves Street,
Oldham.
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P R E S S C U T T I N G S

If you see any newspaper articles etc. about HCS or the Broad and Narrow Canals please cut them out and forward to LES WINNARD (address inside) or hand them to any Committee Member. Also attach a note giving the name and date of publication.

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Articles may be produced in allied magazines without
prior reference, providing the source is acknowledged.