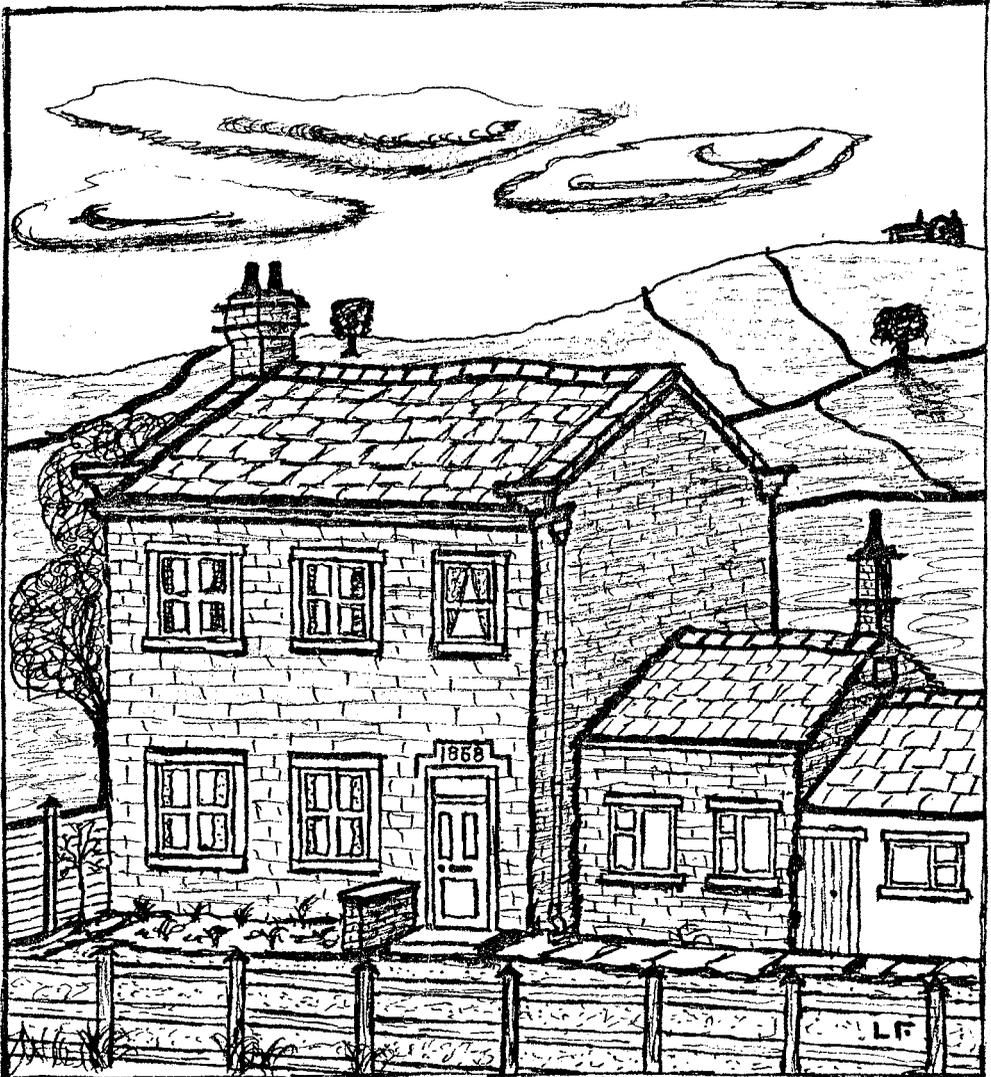


PENNINE LINK



Huddersfield Canal Society

OFFICERS

Chairman (E)	Dr. Chris Farrar, 'Stillwaters' Wall Royd Denby Dale, Hudds. Hudds.862329
Vice Chairman & West Side Chairman	Peter Freeman, 14, Burnell Court, Heywood, Lancs. Heywood 64468
Treasurer (E)	David L. Finnis, 7, Ned Lane, Slaithwaite.
Secretary (E)	Robert Dewey, 28, Cinderhills Road, Holmfirth, Nr. Hudds. Holmfirth 5022

COMMITTEE

Colin Chadwick (W)	14, Simmondley New Road, Glossop, Glossop 64031
Mrs. Diane Charlesworth (E) Editor.	'Bank Stone' Lingards Road, Slaithwaite. Hudds 842181
Trevor Ellis	20, Batley Ave., Marsh, Hudds. Huddersfield 34666
John Fryer (E)	14, Town End, Golcar, Hudds. Huddersfield 45311 (Work & Home)
Graham Maskell (W)	19, Quick View, Mossley, Lancs. Mossley 3992
John Maynard (E)	29, Thick Hollins Drive, Meltham Huddersfield 850575
David Milsom (E)	194, Huddersfield Road, Meltham, Huddersfield 850032
David Sumner (W)	36, Fold Crescent, Carrbrook, Stalybridge, Mossley 2860.
Les Winnard (W) Publicity Officer	3, Fearnlea Ave., Chadderton, Oldham. 061-633-2690

NON COMMITTEE MEMBERS.

Membership Secretary	Mrs. Valerie Dewey (See Secretary)
Sales Officer	Mrs. Jean Buckley, 37 Edward Street Oldham 061-624-4881
West Side Secretary	Audrie Kinnear, 73, Gower Street, Oldham 061-624-5479
East Side Secretary	Sue Sykes, 99, Scar Lane, Milnsbridge. Huddersfield 659838
East Side Chairman	Brian Badminton, 16 Spinkfield Rd. Birkby Huddersfield, 45779

E - East W - West

Front Cover - Drawing of 1858 Canal Cottages at Green Bottom,
West Slaithwaite by Roy Charlesworth.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY.

No. 34

MAY 1980.

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

CHAIRMAN'S REPORT FOR THE YEAR 1979-1980 AS GIVEN AT A.G.M.

For the Huddersfield Canal Society the past year has been one of significant progress on many fronts. Membership continues to grow steadily, if not dramatically, and the financial status of the Society is considered to be healthy, in spite of recent substantial expenditure.

This report records the results of the efforts of the membership and committee of the Society over the past twelve months and it provides an appropriate opportunity to pay tribute to all those who have expended time and energy in furthering the aims of the Society, and have provided a sound basis for the formation of the Huddersfield Canal Society Limited.

Once again the Society and its membership played a key role in the most successful Second Tameside Canals Festival. This event, jointly organised with the Inland Waterways Association, is a major high spot of the year, both in terms of providing publicity and revenue. Plans are well advanced for a Third Tameside Festival and it is also hoped to hold a Huddersfield Festival later in the year. The Society's attendance at a number of the other canal festivals, rallies and local events has been maintained and these have been useful in promoting the Society and its objectives to a wide public.

For the past year we have been particularly fortunate to benefit from the publicity generated by the Mikron Theatre Group's production 'Where's our Cut?' This will be the new season's main production. Our thanks and best wishes are offered for a successful season.

Publicity in the media has continued at a high level and barely a week has gone by without some mention or reference to either the Society or the canal in one or other of the local newspapers.

There have been no working parties aimed directly at physical restoration of the canal. However, a number of groups have surveyed particular stretches with a view to potential restoration; and the renovation and painting of the Huddersfield Cranes is now complete.

The towpath guide is nearing completion and I am sure that this major work will justify all the hard effort which has gone into its production. Its publication is eagerly awaited. The 'Mossley Report' published earlier in the year, presented a community view of a length of the canal and represented a welcome diversion from the previous technical reports concerned strictly with restoration.

The 'Uppermill Report' produced jointly with the Saddleworth Historical Society, was purely a factual document outlining the case for, and feasibility of restoration of a $\frac{3}{4}$ mile stretch of the canal in Uppermill. Presentation of the document has had a substantial impact upon the local community and it has received the blessing of the Tame Valley Officers Working Party. It is currently being subjected to a detailed scrutiny by the British Waterways Board Engineering Staff before the Board will give their blessing for work to start. We await their findings with some optimism and, meanwhile will continue to prepare for physical work to commence. There is a strong lobby and enthusiasm within the Society for physical action as well as political campaigning and it is hoped that the Uppermill project will provide an opportunity to exploit these talents.

During the winter, we were fortunate to receive one of the Shell Inland Waterways Awards for a project designed to provide a series of informative notice boards at strategic access points along the canal. Preparation work for production and siting of the boards is now underway.

Throughout most of the year the committee has been reviewing and commenting upon editions of the Draft Structure Plan submitted by the West Yorkshire County Council as a long term planning strategy. A number of individual members of the Society felt sufficiently strongly against aspects of the policy relating to the canal, that they submitted written statements, in addition to that offered on behalf of the Society.

An opportunity was granted for the Society to put forward its objections at the Examination in Public and the Society's concern for the lack of total protection for the line of the canal was registered. Unfortunately, the Chairman of the Enquiry did not see fit to recommend any change in policy to the Secretary of State for the Department of the Environment. An appeal has been lodged against the decision and we await developments. The policy proposed by W.Y.C.C. does not seal the fate of the canal, but also does not provide the total protection of the line which we feel is justified.

The Committee has also been most concerned with the setting up of the Society as both a company limited by guarantee and as a registered charity. These aspects of the Society's business will be dealt with formally during the A.G.M.

A major highlight of the Society's year has been the acquisition of a small trip boat from the Grantham Canal Society. This miniature narrow boat, 18'0" x 4'0" x 1'0" draft is designed to carry 12 passengers plus 2 crew. It is currently undergoing a major re-fit prior to commissioning for the coming season. Its use on one or more of the longer navigable stretches of the canal should generate substantial interest and help alleviate the disappointment arising from a number of last year's abortive attempts to organise a boat on the summit pound.

In recent months there has been considerable publicity centred around Standedge Tunnel. Active discussions about the future of the tunnel, the prospects for restoration of the canal (or part of it) the fate of the tunnel end cottages, the attitude of B.W.B. employees towards voluntary restoration, are all underway. Dialogue is at a very early stage, but first signs are encouraging and it is hoped that they point towards a new and constructive relationship between B.W.B. and the Society. The Board's attitude to the canal is very much a key to the Society's success in the eighties. We must do everything possible to solicit their support for our projects.

SUMMARY OF A.G.M.

The Annual General Meeting was held at Ashton Town Hall on Friday April 25th, 1980. After the Chairman and Treasurer's Report the main item of business was concerned with the creation of Huddersfield Canal Society Limited. It had been hoped that the affairs of Huddersfield Canal Society could have wound up and the assets transferred to the new company at the A.G.M. It is now expected that this will take place within the next few weeks. Resolutions were passed allowing the committee to deal accordingly with this. It is envisaged that the A.G.M. of Huddersfield Canal Society Limited will continue to be in April of each year but an Extraordinary General Meeting will be held within 3 months of the company being formed, when the elections of officers and committee members will take place. The present committee is to continue until the E.G.M.

O A P Membership

At the request of one of our members, the committee considered the idea of reduced rate OAP membership.

It was decided that the £1.50 was much lower than most other societies and just covered the cost of Pennine Link (postage has gone up recently). We could not reasonably reduce this rate.

N.B. All members are asked to note that these are minimum rates and donations are welcomed.

EAST SIDE CHAIRMAN

Brian Badminton has been elected East Side Chairman. Thanks are extended to David Milsom for all his hard work whilst East Chairman. Sue Sykes has been re-elected as East Side Secretary.

RESUME OF COMMITTEE MEETING HELD ON 2nd APRIL, 1980 AT THE
JUNCTION INN, MARSDEN.

FORMATION OF COMPANY

Registration still awaited.

BOATS

Boat 1 (Steel) in Slaithwaite. Good condition. Work needed: inside, outside, mechanical. To use Mayor's Parade, launch day after. 3 motors and controls purchased, suitable for replacing present engine. Charger to be bought. In correspondence with Chloride Batteries. BWB to be contacted re operation of boat. Boat to be named HCS for present.

UPPERMILL PROJECT.

No reply from firm owning part of stretch. Meeting with anglers being arranged. BWB-Pyrah getting engineers report. Meeting to held with BWB Leeds.

CORRESPONDENCE. Dealt with.

TREASURER'S REPORT noted. R. Armitage appointed as auditor.

PUBLICITY

3 offers to do up stand received. Preparation of brief to be discussed. Secretary to write to Sue Sykes thanking her for Golcar Museum display.

SHELL AWARDS.

BW Estates welcomed in principle. Details of locations required. Number of signs depends on costs.

SUB COMMITTEES

East: Offer from member to attend IWA National - problem of getting stand and sales material there. Agreed to free advert for Land Rover Centre.

West: Joint Social Meeting 10th April Uppermill. Lady volunteers for Diggle Barrel Rolling needed.

West Yorkshire Structure Plan Report of Examination in public recommends no changes to I9 and L10. Appeal to be lodged.

FESTIVALS Tameside - progressing..Query re registration with IWA. To defer and seek further information.
Huddersfield Still problems with both site and personnel. Still no definite site. Recommendation to be made to Festival Committee that consideration be given to abandonment/deferment.

ANY OTHER BUSINESS

lease
Tunnel End Cottages - offer from BWP

I am pleased to welcome the following new members:

- 616 Philip Allen,
- 617 Angus Dickie,
- 618 Richard P. Lee,
- 619 Alan Brook,
- 620 Simon J.L. Taylor,
- 621 John P. Shaw,
- 622 Peter F. Stead,
- 623 J & I Ruscoe,
- 624 R.H. Sparks,

We start the "new year" with 437 members having gained 101 new members during the year. However 56 people have not renewed their membership.

It has been decided not to introduce an O.A.P. rate as it was felt that £1.50 is the absolute minimum we could charge for an adult.

As soon as the Society is confirmed as a limited company, bankers orders/covenant forms will be sent out with Pennine Link and we hope that many of you will take advantage of them.

Valerie Dewey.

SPONSORED WALK (Third Weekend in May)

Des Phillips (Daft Des) will be wearing/carrying....

Full army uniform including 50lb pack and riflethis is to publicise the forthcoming Tameside Festival.

Anyone wishing to sponsor Des please send donation to:

Alex Crippa
4 Harry Street
Werneth
Oldham

All donations will go direct into the Tameside Festival Fund.

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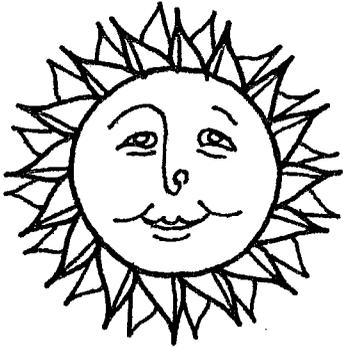
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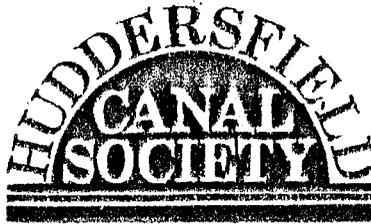
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or £4.00 per full page.

Prices per 6 issues £10 per $\frac{1}{2}$ page
(1 year) or £20 per full page.

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

PUBLICATION OF AN ADVERTISEMENT IN 'PENNINE LINK' SHOULD NOT BE
TAKEN TO IMPLY HUDDERSFIELD CANAL SOCIETY APPROVAL OR RECOGNITION
OF THE GOODS OR SERVICES ADVERTISED.

HUDDERSFIELD CANAL FESTIVAL 1980

Those members who attended the A.G.M. will already be aware that serious problems have hit the Festival and it was decided unanimously by the organising committee that the event could not go ahead as originally planned.

In short, we were unable to obtain a water-tight assurance that the site, Aspley Basin, would be available to us, and we felt that it was not fair to participants nor ourselves to arrange an event which, at the very last moment might not be able to go ahead.

In place of the Festival, a smaller boat rally is being arranged, which if the worst comes to the worst could be held using only the canal itself and the tow path. It is still hoped that, if the site is available on the days we will be able to expand the event.

Boat entries will be most welcome and Mikron will be performing "Where's Our Cut" somewhere in the area.

Aspley Basin appears to be wholly owned by B.W.B. and is leased in part to Ripolin Paints Ltd. It had been understood that the lease was to expire in June 1980 but Ripolin appear to be selling the lease to a third party for development. We are still trying to find out the whole story.

Dear Member,

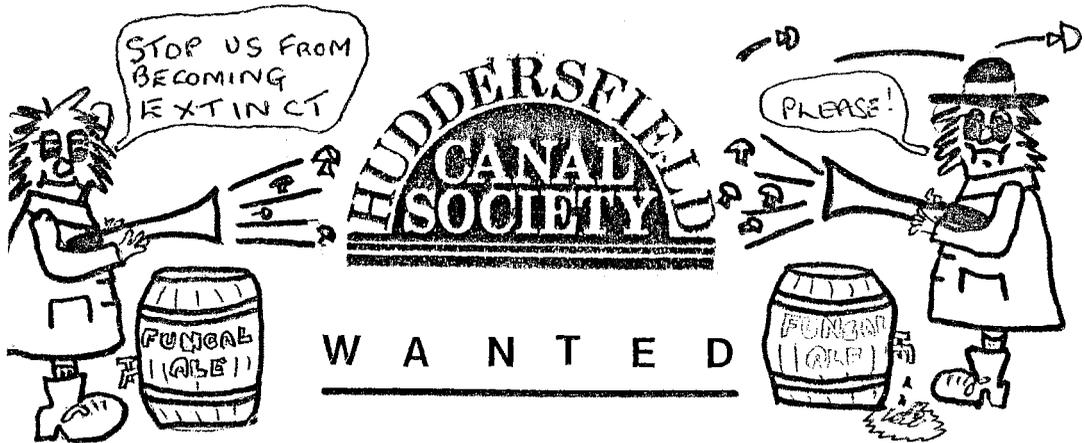
Enclosed are some raffle tickets in aid of our Tameside Canals Festival to be held on 26th/27th July, 1980. I appreciate that some of you may not agree with this form of fund raising. If this is so, please dispose of the tickets and accept my apologies if they caused any offence.

Any money you can raise through sales of these tickets would be of much help in supporting the efforts of the Festival Committee.

Please return money and counterfoils to Mr.J.B.Smith (the address as printed on the raffle tickets).

See you at the Festival.

Liz Hodgson
Festival Chairman.



DIGGLE MAKERS URGENTLY

CONTACT J BUCKLEY

THE ONLY FLOAT THAT 'FLOATS' - A REPORT ON THE
1980 KIRKLEES MAYORS PARADE IN HUDDERSFIELD.

Our trip boat made its first public appearance on Saturday the 17th May in the above parade which was held to welcome the new Mayor of Kirklees.

The float comprised of our boat suitably decorated with people portraying canal activities 100 years ago and today together with masses of bunting, etc on a trailer lent to us by a local garage.

The parade commenced at Hudds. Town Football ground and then travelled through the town centre to Greenhead Park, where other activities were also taking place, including Jean & Alex manning our sales stand.

Following the parade the boat was taken back to its temporary home in Slaithwaite where an electric power unit is to be fitted in the next few weeks before it commences operations, probably in Marsden, sometime in June.

I M P O R T A N T N O T I C E

In accordance with the resolution of the sixth Annual General Meeting of the Huddersfield Canal Society, notice is hereby given that an EXTRAORDINARY GENERAL MEETING of the Huddersfield Canal Society Ltd will be held on Friday 5th September 1980 at 8pm in Slaithwaite Town Hall.

The attendance of all members is requested.

The business of the meeting will include the election of a Council for the new Company and nominations are now required for 12 members. The Council appoints the officers of the Society.

Nominations which should be seconded and include the agreement of the nominee must be in the hands of the undersigned not later than July 1st 1980. If desired, a brief biography may be included with the nomination for inclusion in Pennine Link.

signed.

19 May 1980.

Robert A Dewey,
Hon Secretary

28 Cinderhills Rd, Holmfirth, Huddersfield.

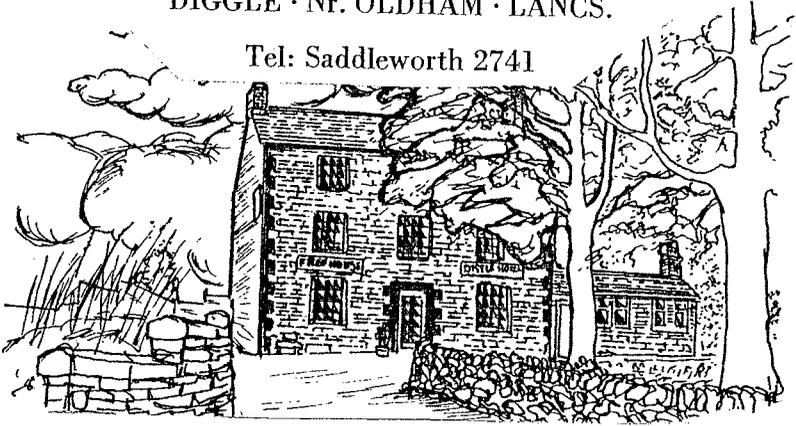
.. .. * * * * * * * *

Note: As of the date of this notice, the Company has stil not been registered. The committee believes that this will take place soon and it was felt essential to provide sufficient notice of this meeting by fixing the date in advance of registration.

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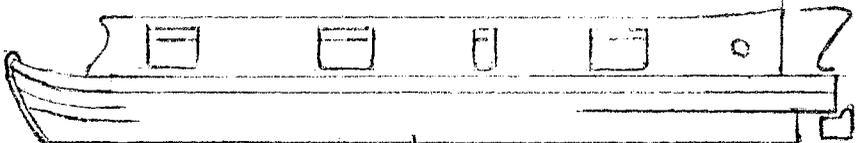


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order to Jean Buckley (address front cover).

TRIP BOAT (Continued)

By R A Dewey

As indicated in the last edition of Pennine Link the Committee agreed to buy the ex Grantham trip boat and it was arranged that we would bring the boat north on the Saturday before Easter.

A co-ordinating sub-group met in a smoky corner of the 'Nook' in Holmfirth and so on Friday March 28th I called at Huddersfield's Land Rover Centre to borrow a vehicle.

The first job on arriving at Hickling Canal Basin was to bring the boat from the landing stage to the road which we did by three man power (incidentally, thanks to the Grantham Canal Society for their invaluable help on the day) and then pumped out.

The decision as to where to delaunch the boat was made quickly and in an attempt to prove our strength we towed the boat up to some speed and found that we could persuade it several feet out of the water up the bank. We then towed it out further with the Land Rover before using the final successful method - the 'Turfa'.

This is a type of ratchet winch we had borrowed. By moving a lever backwards and forwards a cable is gradually pulled through and with a firm anchorage at one end (the Land Rover chocked the boat rolled out with no problems up the bank on a series of short scaffold poles.

We left the boat perched at 45° to await the trailer which was arriving from Manchester, courtesy of WRG. We had lunch still no trailer; went for a walk up the canal, still no trailer! Frustration!

Eventually a phone call (via the Pub!) from somewhere $\frac{1}{2}$ mile beyond nowhere in particular - the Land Rover had broken a half-shaft. We took our Land Rover to the scene of the disaster, and winched the dead Land Rover on the trailer and the whole set up eventually arrived at Hickling.

The boat slid easily on to the trailer whilst WRG sought spare parts. The majority of the party departed about 6.00pm to leave WRG the task of towing the boat back to Slaithwaite. I am told it arrived at 1.00am and was found the following morning parked in a side-street.

A short journey through Slaithwaite got us to the boat's temporary resting place, the basement of an old chapel.

With a little juggling up a steep ramp and round two sharp corners the boat was lowered on to blocks. The basement is ideal, light, power, dry - thanks to Dr. Phillips.

We have now had two weekends work on it, it has been stripped, cleaned and partially repainted. The engine allegedly a pre-war Morris had more water than oil in the sump and after examination of the bearings, it has been written-off - anyone wanting it for spares?

It is hoped to replace it by a small electric motor which John Maynard is currently working on. The boat is to be used as a float in Huddersfields Mayor's Parade on May 17th then relaunched at Marsden (Tunnel End) on the following day. Trips will follow hopefully at Uppermill just as soon as the mechanical side is sorted out.

Notes from a meeting of the Committee called to discuss future policy. Held on 5th March, 1980.

Summary:

What is our basic objective? Do we recognise that our major aim is political/campaigning/co-ordinating activity? Do we see limited physical restoration as part of campaigning? Do we see a key relationship with BWB about the restoration of the navigation?

We recognise that many sub-committees/working groups formed on an ad-hoc basis from E, W, or main committee could handle smaller projects. It was agreed to encourage these provided that they were co-ordinated through the main committee and reported back. All such groups would be subject to a set of general rules/guidelines to work within.

Agreed that nobody is to write to British Waterways Board without prior agreement from the Secretary in order to ensure co-ordination.

N.B. This does not apply to letters to Castleford re Broad Canal.

Continuation of the Uppermill Report.Costs

This document, and the survey work carried out to support it, is not sufficiently precise to be able to provide any accurate costings for the work. Detailed engineering surveys would be needed for this, and given the backing of the authorities involved this work could be set in hand immediately.

At this stage it is sufficient to analyse the costs involved

- as: 1) dredging 2) Restoration of locks
3) reconstruction of infilled stretch

1. Dredging. Road access is possible at several points along the canal, but access for heavy plant is not possible along the whole length of the towpath. For this reason, it may prove economic to import a floating dredger and remove the spoil to easy road access by boat. Typical dredging costs might be.....£10,000.
2. Locks. Without knowing the precise state of the hidden parts of the locks, no detailed cost can be put forward. However, current costs of a set of gates is understood to be around £7,000. Allowing for volunteer effort for removal of fill and other costs the suggested figure is £10,000 per lock.
3. Concrete Flume. This would require some 200m³ of concrete and reinforcement excavation handling etc., giving a total cost of £15-20,000.
Total of the Magnitude of say.....£20,000.
This would give a total initial estimate for the project of £50,000 at 1979 prices. This figure would require modification in the light of the detailed findings of a survey and preliminary investigation work carried out on the locks. It would also depend greatly on the extent of volunteer effort and 'reduced cost' support provided by local organisations.

Restoration Sequence.

It is important that the section of canal described in this report be treated as a single entity and therefore plans for a complete restoration sequence must await the production of a detailed feasibility study.

Nevertheless, it is possible to outline a sequence which not only has practical merits, but could also allow restoration

to begin whilst detailed planning and fund raising could continue.

The section between Wade and Dungebooth Locks could be opened for navigation almost immediately following the removal of some debris, weed and possibly limited dredging. Dungebooth Lock would probably be re-opened with moderate expenditure since the chamber appears basically sound and much work could be carried out using volunteer labour.

Opening of Dungebooth Locks would allow navigation (possibly of a trip boat) through from Wade Lock to Aqueduct Lock with the possibility of an additional walk to the Woolroad Warehouse and an opportunity to view restoration in progress. It is hoped that this interim stage would generate considerable interest in the complete project and also act as a source of funds.

Major effort and expenditure would no doubt be involved in removing the 100m long piped section and installing a navigation channel. Following completion of this, navigation (with some dredging) could then extend through to Woolroad Warehouse and thus link major features of the area as well as providing an incentive to campaign for further restoration towards Standedge Tunnel.

DOUBLE BARREL SUCCESS AT DIGGLE.

HCS Members won both the men's and ladies trophies in the Good Friday Diggle Barrel Rolling Competition. Our ladies team has won 3 years in succession. Alex Crappa, Chris Kelly, Laurence Sullivan and Margaret Sumner made up the two teams. Also in attendance were two Diggles - Des and Ann Phillips - who gave out leaflets about the forthcoming Tameside Festival.

On starter's orders one of our team fell over, but this was a ploy to fool the other teams, and nothing to do with the previous two hours spent training in the Diggle Hotel.

After the race, the winners celebrated with their prize - a crate of ale!

APPOINTMENT OF NEW SECTION INSPECTOR FOR THE CALDER AND
HEBBLE NAVIGATION AND HUDDERSFIELD BROAD CANAL.

British Waterways Board wrote on 20th March informing us of the retirement of Section Inspector Millis and the appointing of Mr. Ernest Teasdale as Section Inspector for the Calder and Hebble between Sowerby Bridge and Fall Ings Lock and the Huddersfield Broad Canal.

Mr. Teasdale's address and telephone number are:
British Waterways Board, Shepley Bridge Maintenance Yard,
Huddersfield Road, Mirfield. Tel. Mirfield 492151.

Letter received from M. Sirfield, The Teacher's House,
The Green, Barlaston, Stoke-on-Trent.

Yesterday while helping friends to lock down the Wolverhampton 21 flight, we waited at Lock 16 or thereabouts for a Great Haywood based hireboat on its way up.

The crew were apparently not full of the carefree joys of cruising, and one of them confided to one of our party "We're running late; you see we're Doing The Pennine Ring and we've only 3 weeks".....of course we could have pointed out that:

- a) the HNC won't be open within 3 weeks and
 - b) they were heading south into Birmingham. We didn't.
- We watched them pass in stunned silence. So, if the Diggles report seeing an Anglo-Welsh boat tangled up in their mushroom beds.....
-
-

East Side members are involved in negotiations to visit canals which are in the process of restoration. Many members expressed a wish to see how difficult our eventual task would be and to talk with other societies to learn how they overcame their initial difficulties. To meet this end several members will be travelling to Basingstoke (courtesy of Surrey and Hampshire Canal Society) to see actual restoration work in progress over the weekend 14/15th June. On 15th June we shall have the opportunity to meet and talk with members of several other southern canal societies.

Anyone wishing to go on this trip, please contact Sue Sykes before Spring Bank.

Continuation of Survey of Huddersfield Canal by Robert Whitworth (Sen). Dated 11th August, 1797.

Between the End of the Tunnel and Slaithwaite, the Masonry of Three Locks, of Ten Feet Six Inches Fall each, is finished; Six more are in a great Forwardness; and Eleven more want about Three Months' Work,-----The Timber for these Locks is ready, and Part framed.

Two Bridges, near Marsden are to be built; the Stone is Part got.-----The Cutting on this Part of the Canal is about three Fourths finished.

The Reservoir, at Slaithwaite, will hold Water to the Height of about Twenty Feet, and may require about Fifteen Thousand Cubic Yards of Earth to finish it.

This Head, I see by the Section, will be Seventy-two Feet high.

The leakage, at present, is rather too much, and as the Water rises it may be expected to increase, but, if it do not leak more than the Supply of the Canal will require, it will do very well.

The Road Bridge, over the River at Slaithwaite, is built to the Springing of the Arch, (which is Thirty-six feet Span and Twelve Feet Rise) and sufficient Stone appears to be ready to finish it.

The Road-Bridge over the Canal, is not yet built, but Stone is prepared.

This is rather a difficult and expensive Place to pass, though I think it may have been done in a different Manner, at a less Expence than it will be finished upon the present Plan.---What I mean, I would not have interfered so much with the Mills; in my opinion it might have been done without the least Interference; but there was then too much done to think of making any Alteration in the Plan, so I said nothing about it.---It may be made to do very well as it is now going on.

The Canal from Slaithwaite to Huddersfield is now navigable, the Distance of about Four Miles and a Half, in which there are Twenty-two Locks, of Ten Feet Six Inches Fall each.

In this Length, there is an Aqueduct, at Skyerbottom, of Thirty-six Feet Span,---another at Paddock-Foot, of the same Dimensions,---both in very popular Situations;---so are the several Diversions of the River which were absolutely necessary.

Though the Canal is navigable to near Slaithwaite, many of the Reaches or Ponds, between the Locks were either empty or a great Deal below Head; so where that was the Case, the Soundness of the Tightness of the Masonry and Lock Gates could not be tried; but such as were in a Condition to be tried were not amiss,---only the Two lowermost were the worst, but I have little Doubt they will do pretty well.

As I observed before, the Plan is a very proper one for Strength, and the Masonry seems to be done in rather a neater Manner than that towards Ashton: the Reason I suppose is, the Stone is better.

I observe there are a good many Places that are rocky, and loose Gravel, on this Side the Tunnel, as well as the other, and require lining, and great Care to make it Water-Tight: some of it, I suppose, has not been done with that Care and Judgement it ought to have been done, as I observe there were Leakages where the Reaches were full or in Part full, and was told there are many others, which I did not see.

I never knew any great Length of Canal, cut in a rocky and gravelly Soil, that was all Water-Tight at first; but wanted mending.---Indeed, I have known Time and Patience do a great Deal in this Kind of Work, without any other Assistance.

Upon the Whole, if your Canal be finished in the Manner it has hitherto been carried on, I believe it will do very well.

I am, with the greatest Respect,

Gentlemen,

Your very humble Servant,

Robert Whitworth, Sen.

Burnley August 11, 1797.

DIARY

May 14th	8.00pm.	West Side. Fox Tavern, Ridge Hill Lane, Stalybridge.
May 17th		Mayors Parade. HCS Stand.
May 24th		Mossley Carnival. HCS Stand.
May 28th	8.00pm.	* HCS/PFCS End of season matters.
June 5th	8.00pm.	East Side. The Railway, Marsden, Hudds. Anyone wishing to go for walk along canal please meet at 7.15pm. at railway.
June 7/8th		Railway and Transport Exhibition, Grange Arts Centre, Rochdale Road, Oldham, Lancs.
June 11th	8.00pm.	West Side. Hunters Tavern, Stalybridge.
July 3rd	8.00pm.	East Side
July 5th		Slaithwaite Carnival. HCS Stand.
July 9th	8.00pm.	West Side.
July 26/27th		Tameside Canal Festival.
Aug. 7th	8.00pm.	East Side.
Aug. 13th	8.00pm.	West Side.
Aug. 16/17th		Oldham Show. Alexandra Park, Oldham.
Aug, 17th		Diggle Fete.
Aug 30th		Marsden Festival.
Sept. 20/21		Huddersfield Canal Festival.

* HCS/PFCS Oldham Community Centre, Greaves Street, Oldham.

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