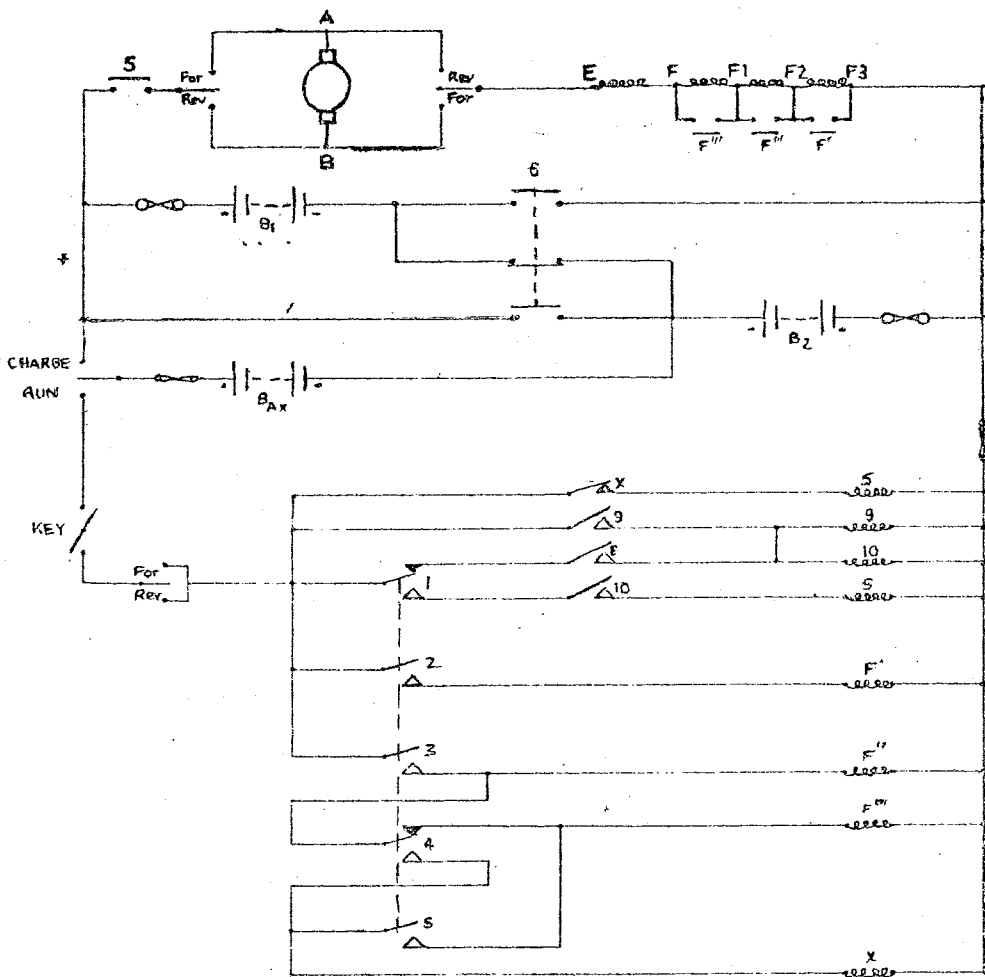


PENNINE LINK



Above is the circuit diagram of NB 'Stan' - see story on page 7

HUDDERSFIELD CANAL SOCIETY LTD.

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Vice Chairman	Peter Freeman, 14, Burnell Court, Heywood, Lancs. Heywood 64468
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Treasurer	Les Winnard, 3, Fearnlea Ave., Chadderton, Oldham. 061-633-2690
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David Finnis	7 Ned Lane, Slaithwaite, Huddersfield
Graham Maskell	19, Quick View, Mossley, Lancs. Mossley 3992
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West Side Secretary	Laurence Sullivan, 34, Church Street Stalybridge. 061-303-7785
East Side Secretary	Vacant - any offers to B Badminton

PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

No. 36

SEPTEMBER 1980.

Editor

Diane Charlesworth

Typing

Sue Gibson

Collating and Distributing

East Side Members

CHAIRMAN'S REMARKS.

You may recall that some 10 months ago (Pennine Link No.29) I stated that the key to success in many of our future ventures would be our relationship with the British Waterways Board. With this in mind a vigorous campaign was launched at all levels within the Board's organisation, culminating in a direct approach to the Chairman, Sir Frank Price, about the possible restoration of the Uppermill Stretch.

I am pleased to say that a good deal of hard work appears to be paying dividends and that a new relationship exists between the Society and members of BWB staff. We have made substantial progress on three out of four projects and in doing so have been most impressed by the help and co-operation provided by BWB. Those of you with good memories will notice that represents a major U-turn from the situation existing comparatively recently.

Firstly, BWB - Amenities Department - have been most helpful in arranging a licence for the narrow boat 'Stan' at what can only be described as very favourable terms for the Society. Secondly, the BWB - Estates Office - have moved swiftly and efficiently in negotiating arrangements for the Society to obtain a lease for the Tunnel End Cottages. It would be a tragedy if these buildings were allowed to fall into total dereliction when they could be adapted to a Society headquarters, Information Centre, Museum, etc.etc. Again, the Board's staff have been very imaginative in proposing realistic financial arrangements and it is expected that developments will take place quickly.

Finally, the Board's engineering departments at both Leeds and Wigan have been most enthusiastic about our proposals to restore the Uppermill Stretch. Active support and advice has been forthcoming and I am sure we can look forward to a

fruitful relationship which will culminate in the restoration of this important section of canal - and hence lead on to bigger things. Detailed practical engineering proposals will be submitted this year and it is confidently expected that work will commence in Spring 1981.

The only issue over which the Society and the BWB do not see exactly eye to eye is that of the possible re-opening of Standedge Tunnel. The Board are very concerned about the safety of the tunnel and also about the lack of finance to improve the situation. Although the Society would like to see access to the tunnel restored on a limited and controlled basis, we must respect the Board's policy as it stands. We shall, however, increase our campaign when we have more evidence to support it, resources available to further it, and further developed our relationship with the Board.

In the meantime, we should be reasonably well satisfied that three out of four identifiable projects are making progress and we should all recognise that our performance in carrying out these will be crucial to the future of the Society and its credibility with organisations such as BWB and local authorities.

APOLOGY

Apologies to Phil Ritchie and Laurence Sullivan. Please note Laurence Sullivan is West Secretary - see address front cover.

P L E A S E N O T E

There will be NO Festival OR Boat Rally on September 20/21st at Huddersfield. However, Mikron Theatre Co. will still be performing on the 20th September at the Zetland Hotel.

U R G E N T L Y R E Q U I R E D

Bob Dewey has now obtained permission to carry out temporary remedial work on Tunnel End Cottages.

VOLUNTEERS REQUIRED URGENTLY.

TUNNEL END COTTAGES.

Bob Dewey

I have written to BWB Estates expressing my concern as to the recent marked deterioration in these buildings and asking for permission to enter and make them water-tight.

ANYONE WHO WOULD LIKE TO HELP WITH WORK ON THE COTTAGES PLEASE CONTACT BOB DEWEY.

AGENDA FOR THE FIRST MEETING OF THE COUNCIL OF MANAGEMENT
HUDDERSFIELD CANAL SOCIETY LIMITED. HELD AT THE COACH AND
HORSES PUBLIC HOUSE, MANCHESTER ROAD, MARSDEN, HUDDERSFIELD
ON TUESDAY 15th JULY, 1980 at 7.45pm.

1. Produce the Certificate of Incorporation and a print of the Memorandum and Articles of Association as registered.
2. Produce a form dated 15th July, 1980 signed by the subscribers to the Memorandum of Association determining the number of the Council of Management as not less than five not more than eighteen including the Treasurer and the Secretary.
3. Note that the first Council of Management of the Company named by the Subscribers in the statement delivered to the Registrar of Companies with the Memorandum are Dr. J.C.M. Farrar, Mr. R. A. Dewey, Mr. D. L. Finnis, Mr. L. Winnard, Mr. P. Freeman, Mr. C. Chadwick, Mr. T. Ellis, Mr. D. S. Milsom, Mr. J. K. Maynard, Mr. J. M. Fryer, Mr. G. Maskell, Mr. D. M. Sumner and Mrs. D. Charlesworth.
4. Consider the appointment of the Secretary and resolve that Mr. J. M. Fryer be and is appointed Secretary of the Company with effect from 28th May 1980 being the date of incorporation to the date of the meeting. The Secretary will receive no salary and such appointment being terminable by 3 months notice in writing given by either party to the other at any time.
5. Resolve that the situation of the Registered Office of the Company namely Ramsden Street, Huddersfield as shown in the statement delivered with the Memorandum to the Registrar of Companies be confirmed.
6. Resolve that the seal of which an impression is affixed in the margin hereof be and is hereby adopted as the Common Seal of the Company.
7. Consider opening a Bank Account with Co-op Bank Ltd., and if though appropriate resolve: (resolutions in accordance with Bank's printed form for opening an account).
8. Consider the appointment of Auditors and resolve that Messrs. Revell Ward, Chartered Accountants be and are hereby appointed Auditors of the Company to hold office until the conclusion of the first Annual General Meeting at which accounts are laid before the Company.

cont...

9. Produce and read to the meeting a notice dated 15th July, 1980 given by Mr. J. K. Maynard pursuant to Section 199 (3) of the Companies Act 1948.
10. Resolve that a) one membership certificate is allotted to each of the subscribers to the Memorandum and Articles of Association (Council of Management).
b) the under mentioned Membership Certificates drawn in respect of the Subscriber Shares and the allotment made by the resolution (a) hereof be approved and that the Common Seal be affixed thereto.
11. Any other business.
12. Consider fixing dates for future meetings of the Council of Management.

RESUME OF COMMITTEE MEETING HELD ON 15th JULY, 1980 AT COACH AND HORSES PUBLIC HOUSE, MARSDEN.

Matters arising from minutes:

- a) Formation of Company: Treasurer requires stock reports and money statements as at August 1st.
- b) Proposed by John Maynard and seconded by Robert Dewey that the Society now be wound up and the assets transferred to the limited company. This was agreed unanimously.

Uppermill Project

Costings in report to be updated. Still trying to contact owners of lock. Meeting to be arranged with Pyrah-BWB. Trade Union clearance for volunteer work.

Boat.

Launched. Electrics work. Licence obtained. Rota to be arranged for boat launchings. Thanks to Chloride for batteries. Dr. Phillips to be made honorary member for one year - thanks for use of chapel.

Tunnel End Cottages.

Draft of conditions of lease been examined - some points need consideration. Cottage management group formed. Joint occupation requirements to be investigated.

Policy and Campaign Sub-Group.

First task to set up new framework for Council before E.G.M.

Shell Awards

Meeting with sign manufacturer arranged.

West Yorkshire Seminar.

Approached about follow up. Meeting with Councillors being arranged.

Stand Publicity.

Agreed to spend small sum on display stand for shop window.
To buy poles for banner.

Towpath Guide.

Three additional volunteers. Meeting to be arranged.

Any Other Business.

Broad Canal: further research on date of bicentenary.

Archives : to keep only material relating to our canals.

Talks : request for speakers East and West to forward names.

To print extra copies of Pennine Link for sale next season.

Fameside Canals Festival are producing sticker 'Restore Huddersfield Canal' - agreed to buy block.

WEST YORKSHIRE STRUCTURE PLAN

Now approved - policies L9 and L10 unchanged!

HOUSE OF COMMONS

19th June, 1980.

Mr. Richard Wainwright (Lib.MP for the Colne Valley)

To ask the Secretary of State for the Environment whether he intends to require all counties to include in the Structure Plan context, where relevant, clear evidence of a policy to prevent actions or omissions contrary to the ultimate restoration of canals for navigation.

Mr. Marcus Fox (Parliamentary Under-Secretary of State)

No. Policies on canals in structure plans must be determined in the light of all relevant factors and cannot reasonably be subjected to a prior requirement of this kind.

MEMBERSHIP

I am pleased to welcome the following new members:

- 625 John Davison, [REDACTED]
 626 Benjamin Greenwood, [REDACTED]
 627 Vic Kinder and Family, [REDACTED]
 628 Ian & Ruth Woodhead, [REDACTED]
 629 A.B.Morley, [REDACTED]
 630 John Woods, [REDACTED]
 631 Gareth Walton, [REDACTED]
 632 Nicholas Bostock, [REDACTED]
 633 David Richards, [REDACTED]
 634 Peter Hutchinson, [REDACTED]
 635 David Howe, [REDACTED]
 636 Carl Bammer, [REDACTED]
 637 A.G. Davenport, [REDACTED]
 638 William & Patricia Callaghan, [REDACTED]
 639 David Gaskill & Family, [REDACTED]
 640 Malcolm Coward, [REDACTED]
 641 Gregory Collins, Rock Hill Cottage, [REDACTED]
 642 E.M.Bartholet, [REDACTED]
 643 Charles Nicholls, [REDACTED]
 644 Irene & Maurice Dennett, [REDACTED]
 645 Paul Burton, [REDACTED]
 646 Leslie & Jillian Wood & Family, [REDACTED]
 647 John Bolton, [REDACTED]
 648 David Lees, [REDACTED]
 649 Ian and Mary Carlisle, [REDACTED]
 650 George Brearley & Family, [REDACTED]
 651 Miss Lizanne Lowe, [REDACTED]
 652 Peter & Jill Huish, [REDACTED]
 653 S.J.Bennett, [REDACTED]
 654 Dr.C.W.D.Phillips, [REDACTED]
 655 Roger & Angela Holdsworth, [REDACTED]
 656 David Weston, [REDACTED]
 657 Jan Czekaj, [REDACTED]
 658 Richard Aspley, [REDACTED]
 659 Roy & Joyce Bolton, [REDACTED]

Valerie Dewey

N.B.Stan. Report from the Engine Room. Stoker Diggle.

WARNING : This is a (semi) technical article.

The aquisition and restoration of our boat is covered elsewhere, this article attempts to explain what happened in the engine room.

When we got to Slaithwaite one of the first jobs was to examine the engine and refurbish it as required. This was found to be impossible (too expensive) and so it was decided to go for electric drive. This decision was taken for other reasons as well as the demise of the I.C. Engine.

We aquired cheap, the works of a fork lift truck. These consisted of two 1KW series wound 24 volt D.C.Motors and one similar 4KW.

A letter to Chloride Industrial Batteries Ltd - who were involved with the Original Boat Co.electric boat brought a rapid and helpful response. From their experience we were advised that the 4KW motor that we had intended to use, was probably only intermittently rated and would overheat if run continually. They thought that one of the 1KW motors would be adequate to drive our boat - a 7KW running at 3KW is used to drive the O.B.C. boat of 15 ton.

An attempt to calculate the speed/power/prop revolutions was found to be difficult due to the great number of unknown variables and assumptions that had to be made.

The existing propellor is 270mm diameter, three bladed and a pitch of 8.25.

The motor, being series wound, has a torque proportional to load and a speed inversly proportional to the load. i.e. with a large load the speed is low and the torque high while on light load the speed is high and the torque low.

But the load presented by a propellor in water increases with speed. From an assumed boat speed of 4 mph and the propellor pitch a value for propeller revolutions per minute can be calculated, if the slip is known. Assuming a slip of 50% a speed of 1,024 rpm was obtained.

Assuming the same speed as before and a pull on a tow line of 25Kg gives a figure of 0.53 KW for the required power, at 50% efficiency this is close to the 1KW we intended to use!

Chloride advised a gear reduction of 2 or 3:1 between the motor and prop shaft. Since the existing gear box fitted to the motor was 4:1 (actually 79:20) it was decided to make do with this to simplify the installation.

The gear box is a cast iron enclosure with two $\frac{3}{8}$ " studs at the bottom and the motor fixed by four bolts at the top. A bracket, drilled to take the studs was welded to the bottom of the boat and a shaft made to replace the existing gear box pinion. This shaft had a flange at the far end, drilled to take the bolts in the propeller shaft flange.

After some initial teething troubles the motor and gear box were installed and lined up to reasonable degree. Further work is still required to improve the transmission.

The original fork lift truck was driven by the two LKW motors, one driving each of two of the wheels. Power was supplied by a large bank of 12 lead/acid cells, giving a nominal 24 volts. (The 4KW motor drove a hydraulic pump to operate the lift mechanism).

Speed control was in five steps of a combination of series/parallel motor connections and field weakening by shorting out sections of field winding.

The batteries had been scrapped and since we were only using one motor the control circuit had to be redesigned to series/parallel two 12 volt batteries and field weakening. See circuit. This was done by stripping down the original control gear, rebuilding and rewiring. Chloride again came to our rescue by the offer of two 75 AH, 12 volt batteries on indefinite loan. We would like to take this opportunity to offer our thanks to Chloride and their Project Manager Mr. Roberts for all the help and advice and generous loan of the batteries.

A third 12 volt battery is also required to obtain 24 volts, when the two main batteries are in parallel, to operate the contactors and relays of the control gear; which are designed for 24 volts. The original I.C. battery is used for this purpose.

At this stage pressure was beginning to be put on the engineering staff by the operation staff who wanted to run the boat and not just play with circuits.

Installation of the control gear took place on the same morning that the boat was loaded on to a trailer for participation

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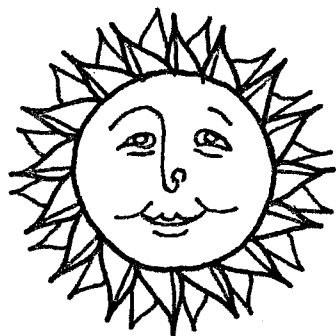
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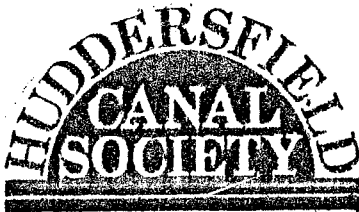
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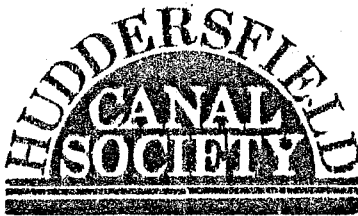
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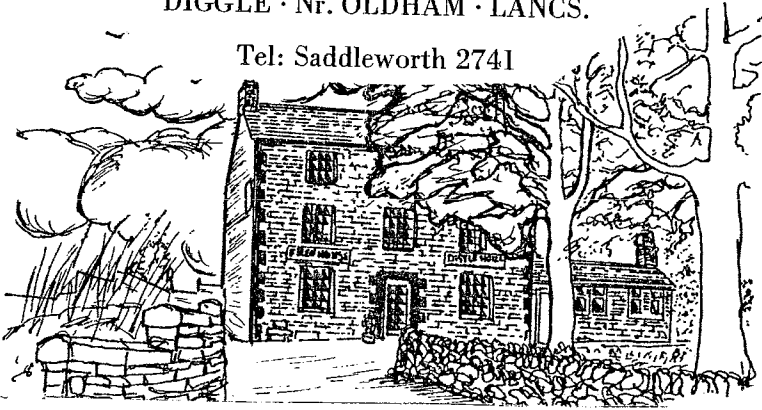
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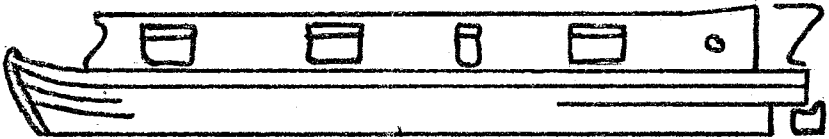


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in Slaithwaite Carnival.

The final wiring was completed during the Carnival while the boat was actually on the move through the streets of Slaithwaite. Little did the spectators realise as they watched the gaily decorated boat go by that work was going on in the engine room.

We then proceeded to Tunnel End to launch the boat for its 'Canal Trials'.

The boat having been launched (which is another story) the batteries were put aboard and connected up. The speed control was moved to the first position - nothing happened! Back to the drawing board - or more accurately back to the engine room.

After prodding about with an Avometer and shorting things out with an odd bit of wire the motor started; we were off on our maiden voyage - but no-one at the tiller!

Two days later we cruised down to Marsden Lock and back. The motor got a bit hot, we have no check on the current and hence the power developed due to the lack of an ammeter, the reversing switch is a bit of a lash-up, and the wiring requires to be tidied up (someone commented that it looked like the inside of a 1920's radio) but it goes if only 2 - 3 mph.

It is hoped to get these troubles sorted out soon and start serious trips at Marsden and Uppermill.

P.S. With the fork lift truck equipment we also aquired the battery charger. This requires some modification to reduce the charging rate to match our smaller capacity batteries. During the investigation as to the method of doing this, the printed circuit, controlling the termination of charge, literally went up in smoke; a new one has been purchased and fitted and a lot of sound advice obtained from the manufacturer as to its operation.

P.P.S. It has been found that the first motor fitted was faulty, this has been changed for the other one and we are up to nearly 4 mph now. The control fault was found to be that the NC contact on relay X had been fitted as a NO, this has been rectified. A new reversing switch has been made and fitted and is far more reliable.

See Front Cover for Diagram of Circuit.

NARROW BOAT 'STAN'TRIALS.by STOKER DIGGLE.

After the work detailed in 'Report from the Engine Room' further minor work was carried out on 'Stan' and it was then lifted out and moved to Ashton for display at the Festival. It was returned and relaunched on the Sunday evening. While it had been at the Festival, the batteries had been recharged and on the next Saturday they were reinstalled and the trials undertaken. These trials were to ascertain speed, duration and distance that 'Stan' was capable with the existing equipment.

Five return runs were made from Tunnel End to Marsden Top Lock. Total Running Time 3.333 hours (14.30 to 18.30 hrs). This included some stops for dewatering, tree trimming, channel clearance, photography etc.

Open circuit volts at start of run (two batteries in parallel) 12.5 volts (equivalent to 2.08 V/Cells). Voltage at end of run 11.3 volts (1.88V/Cell). Timed over measured length (between two stop plank positions) of 370m, 404 yds.

Average of three runs West to East 7.344 mins.

Average of five runs East to West 6.496 mins.

Speed - West to East 1.878 mph

Speed - East to West 2.123 mph

Average speed 2.0005 mph Say 2 mph

Battery Capacity at 5 hr. rate 85 AH

Assume we used 80 AH in 3.333 hrs.

Average current during runs 24 amps

Watts at 24 volts $24 \times 24 = 576$ W Approx $\frac{1}{2}$ HP

Cost Estimate 80 AH at 24 Volts = 1920 WH Say 2 KWH

Assume 50% losses in charger and batteries.

3 KWH to recharge. Cost of electricity 3.5p/unit (KWH)=10.5p

Mileage covered : 3.333 hrs running time at 2 mph = 6.66 miles

Fuel cost per hour : 10.5p for 3.333 hrs = 3.15 per hour

Fuel cost per mile : 10.5p for 6.666 miles = 1.575p per mile.

Note : Standedge Tunnel is 3.076 miles long

6.1534 Miles Return Trip

6.1534 is less than 6.666!

TAMESIDE CANALS FESTIVAL.Colin Chadwick.

The third Tameside Canals Festival was held at Portland Basin Ashton-under-Lyne on July 26th and 27th and was once again a roaring success. An estimated 15,000 people attended the Festival over the weekend.

Under the Chairmanship of Elizabeth Hodgson, IWA Manchester Branch Secretary, the Festival was organised jointly by our Society and IWA Manchester Branch. The event was made possible by BWB who worked on the site prior to the weekend, providing us with a temporary bridge and flat boat for over the narrow, and relaxed the recent restrictions for boats to pass down Marple Locks. Tameside MBC who gave publicity support for the event, loaned tables and chairs, Tame Valley Wardens who fenced off the main site to allow more easy manning and of course Russwell Canal Boats Ltd., who once again donated the main Raffle Prize.

Visitors could browse around the 70 trade and craft stalls and the numerous local and waterway societies and organisations. The worlds largest travelling model railway was a star attraction.

The Army Cadets once again lent their tremendous support to the event; we would be lost without them. They camped on the site over the weekend and provided help throughout.

Seventy narrowboat and canal cruisers attended the Festival and the best dressed boat was judged by Eddie Brierley to be the tug 'Turmoil'.

A canoeing display also attracted some of the top names in the sport, including John Gosling, Albert Kerr, Peter Godfrey, Micky Wayne and Melvin and Sarah Swallow.

The Civic Cruise on Colin Witter's boat 'Option' Graham Burn's boat 'Bevan' and 'Turmoil' was once again led by Sir George and Lady Kenyon. The Mayor and Mayoress of Tameside Councillor and Mrs. George Hatton officially opened the Festival. Mr. Robert Sheldon M.P. for Ashton-Under-Lyne again supported us with his patronage.

Visitors were entertained Saturday and Sunday afternoons by Burnage Brass Band, Gorton Morris Men, Mystery Hyny, Professor Spellays Punch and Judy, Five Penny Festival and Pumpkin Pie.

A large turnout in the drizzle of Saturday night were entertained by the Dave Donohoe Jazz Band and by a new HCS

member Ian Carlisle who sang many traditional canal folk songs.

CAMRA looked after everyone's liquid needs with a selection of Traditional Ales that can rarely be matched. Mrs. Phillips and family catered for thousands of sharpened appetites, these two areas couldn't be better looked after.

An event of this size would not be possible without a dedicated and enthusiastic committee. Laurence Sullivan organised and made sure the site was prepared. Jean Wrigley looked after all entertainments. Jean and Ron Buckley marshalled the numerous craft and trade stalls. Alex Crippa ensured that the event was publicised months before and throughout the festival weekend. Fred Hodgson kept a tight hold on the purse strings and organised the production of a most praiseworthy brochure. Mr. & Mrs. B. Smith looked after the raffle. Graham Maskell ensured that there were always people available to do the numerous jobs. Robin Witter organised the spectacular water events and Stan Pollit performed his wizardry with the site services. Brian Green booked in and looked after 70 boat entries and Des Phillips lent his humour and fun in all sorts of ways both during and prior to the Festival.

A hearty thanks to them all and to the many other people who came along to help. 2000 membership forms were given out and the Festival won many friends and influenced many people and made them more aware of the potential of canals and waterways.

PROPOSED CHANGES IN TOWN PLANNING CONTROL.

Whilst the Society is not in a position to comment fully on Michael Heseltine's proposals to reduce Town Planning Control, members should be aware that our task will not be assisted if relaxation of controls on Industrial Businesses (for example) allows more unsightly development alongside the canal without the public having the chance to object.

SCOUTS CANOE TRIP TO TAMESIDE FESTIVAL.

The 265th Greenhill Anglican and 297th Bradway Scout Troups (two Sheffield Groups) canoed the length of the Huddersfield Narrow Canal from Huddersfield to Ashton having received special permission from the British Waterways Board.

Ten single seat canoes made the passage with approximately 20 scouts in the party. The additional scouts were required to overcome the many obstacles. This was the first time so many boats have passed by this route since 1948 when the last boat passed through.

There were plenty of obstacles in the derelict locks and lowered bridges. Short stretches of the canal have been filled in, and in parts the channel is overgrown and littered with rubbish.

The trip though arduous and challenging had purpose in that a message was carried from the Mayor of Kirklees to the Mayor of Tameside who was opening the Tameside Canal Festival at Portland Basin, Ashton-under-Lyne.

Spokesmen for the scout group say that facilities for canoeing and water sports in general are very poor in this area, what waters there are frequently being owned or leased by clubs.

We would like to see the canal at least cleaned up to allow the passage of canoes. The rubbish-filled stretches cleared and make the whole length into a pleasing walk or cruise.

The canoe expedition left Huddersfield from the Polytechnic car-park at 10.00am on Friday 25th July, 1980 and made their way to Marsden where the canoes portaged over the $3\frac{1}{2}$ mile Standedge Tunnel to a campsite near Diggle which was provided by Oldham Metropolitan Borough Council. On Saturday morning the canoes proceeded from Diggle down to the Festival Site at Ashton and arrived in the early afternoon to present the message to the Mayor of Tameside.

Acknowledgements to British Waterways Board Amenities Services Division Wigan for special permission to use the waterway and Oldham Metropolitan Borough Amenities and Recreation Dept. for the use of the campsite.

CANOEING TO THE TAMESIDE FESTIVAL by JONATHAN SPARKS
(Aged 11 Years).

Friday.

After receiving the message from the Lord Mayor we set off by the Polytechnic where there was a nice landing stage with a slipway and steps. We had only gone about 100 yards when we came to a bridge and a lock. Here we had to take the canoes out and carry them round on the road because there was an iron gate and barbed under the bridge. When we put them in again there was loads of rubbish and tyres in the canal. We then came to a tunnel which was blocked off at one end. After passing the tunnel the worst problem was all the weeds. In places the surface was thick with them. You wouldn't have known there was water beneath. In other places the weeds were tall like bamboo, the paddle was useless you had to force your way through with your hands. After this there were many locks filled in with concrete where we had to carry them round. Our motto seemed to be "takin' them out and puttin' them in again". After a hard Friday as we approached the Standedge Tunnel we took the canoes out and camped at Churchill Playing Fields, Greenfield.

Saturday.

After breakfast we took the canoes to the other end of Standedge Tunnel and set off on our journeys again. The weather made matters worse due to a slight drizzle. The canal was fairly clear of weeds and it was quite a nice stretch of water. The locks here were now water falls. Our next obstruction was a main road which the canoes had to be carried across. The canoes were put back into a very dirty water with rubbish galore floating in it. The water became clear after a bit then came the dreaded weeds. The easiest way to get through was in single file. The leader took a photo of us and called it the Amazon Queens. While trying to reverse out of the tangle several scouts capsized.

After finally escaping we then came to a foot bridge which was nearly impossible to get under even with a canoe. We then came to a standstill as we were confronted by a warehouse built on the canal.

Where the canoes were put in again it was more like a scrapyard than a canal with oil drums and tyres etc., floating in the water. As we neared our destiny the water became less polluted we then came to a disused tunnel and the canoes were carried through a tunnel once used for barge horses. After this we crossed a small aqueduct. After a small tunnel which we canoed through it was a clear stretch to the Tameside Canal Basin.

On arriving at the Canal Basin we presented the message to the Mayor. We then performed a display of canoe rescues. After getting changed in the Scout bus we had a look round the Canal Festival.

Payment of subscriptions by standing order/deed of covenant

Now the Company has Charitable status members can pay their subscriptions by deed of covenant. This enables us to reclaim from the Tax Authority the amount of tax paid by the member in his subscription and is therefore a valuable method of fund raising. With this issue of 'Pennine Link' you should have received a deed of covenant form and we would be grateful if you could complete and return same to the Treasurer.

For those members who do not wish to use this method of payment and would just like to pay their subscriptions by standing order our new bank account is with the Co-operative Bank Ltd in Leeds and the account number can be obtained from the Treasurer.

Mikron Theatre Company - Change of Venue.

Due to the uncertain future facing the Packhorse Hotel in Slaithwaite where Mikron should be performing on Wednesday 29th October 1980 the venue has now been changed to the nearby Swan Inn at Crimble, Slaithwaite.

The Sir John Ramsden (Broad) Canal (Cont...)

Apologies to Mrs. Lodge for missing out the following words
36th line down in last issue 'as a financial proposition, and to
the benefit of the township'

The Ramsdens employed Luke Holt (in 1773) former surveyor of the Calder and Hebble Navigation based at Halifax, along with a former lessee of the Calder and Hebble Mr. Atkinson, a businessman of Huddersfield, and also a Mr. Gilbert, for the drawing up of plans and estimates at a cost of £325. 12s. 11d. and which included the drawing up of the Act at a cost of £189 by a Mr. Barwell, presumably of London. Expenses including labour, materials and damages, amounted to £10,080 13s. 7d: among these expenses was the building of a house for the navigation clerk at a cost of £247 17s. 2d., the building of wharfs at £31 5s. 10d; and the building of a warehouse at Cooper Bridge at a cost of £133 0s 9d. The purchase and rent of lands were estimated at £1,461 8s 1d. Law and other sundry items amounted to £106 19s 9d - bringing the total cost of building the canal to £11,974 14s 4d.

Many local traders contributed to the building of the canal by supplying materials and labour. The main suppliers of labour were Crowther and Bradley for digging at a cost of £2,142 8s 0d; Armitage and Haigh for masonry work at £2,414 0s 11d, B. Aspinall for masonry work at £2,065 17s 5d; Luke and John Holt for materials and sundry wages at £2. Other suppliers of materials were John Senior and Morris for nails and spikes, Messrs. Milnes for oak timber, Mr. Cotton for oak timber, John Burnhill for timber, Francis Crowder and J. Bray for lime, Dawson and Co. also John Fawley for freight and lime, Emmett and Holden for pullies, gudgeons and cranes. Mr. Hillhouse supplied locks and hinges, Joseph Crowther lead and Hutchinson's minion. John Bradley and Crowther and Bradley carried freight of lime, timber, stone and earth. One carpenter, Joseph Brooke, was employed and three blacksmiths whose names were: William Eastwood, John Hobson and Joseph Hawkyard. Sir John Ramsden supplied bricks and small amounts of oak and fir timber from his estates.

Recorded in the Minutes of 1792 (according to canal historian C. Hadfield) the Broad Canal was opened in late autumn of 1776 for trading, and Aire and Calder boats - known as the 'pirates'

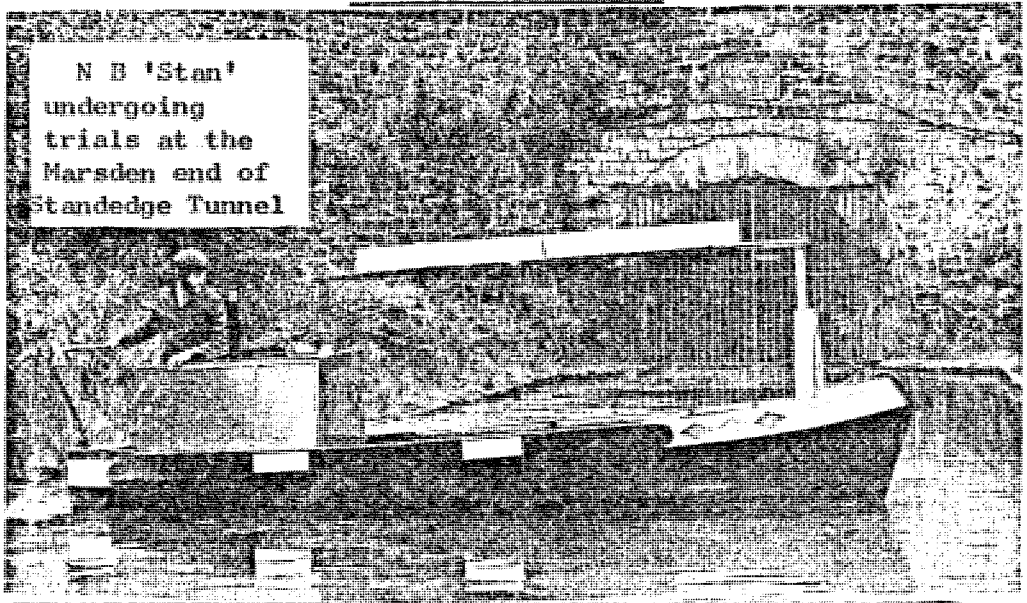
of the waterways - were the first to trade up it. It was an era of expansion in trade and industry for the township of Huddersfield. Newly erected spinning mills were using different methods of production bringing in Crompton's mule and Arkwright's spinning jenny (which had been designed for the Lancashire cotton mills) to meet the growing demands in Yorkshire for woollen yarns. The spinning of wool for yarn was already factorised, although clothiers in the surrounding hamlets of the town still continued to weave their cloths on the homestead. Huddersfield was a growing community and the canal its lifeline with the outside world - bustling with activity - horse drawn barges full with merchandise: textiles coal, lime, stone, timber, wool, corn, glass and other goods. New docks, wharfs, warehouses, bridges (Turnbridge at the bottom of Quay Street) were built at Aspley Basin, with hostels for canal workers. Also many cloth 'dressing' shops for finishing processes sprang up adjacent to the canal, making this area of town around the Shore Head a veritable hive of industry. The upper $1\frac{1}{2}$ miles of the canal were cut more deeply than the rest to form a reservoir so that there would be no interference in the working of the mills, which many manufacturers had at first thought.

As with the decline of the turnpike road system with the new cheaper canal method of transport, the invention of the steam engine in the first quarter of the 19th century and the building of the railway network in the Victorian era, brought about the demise of the slower canal waterway, although still used for heavy freight. The beginning of the present 20th century heralded in the four wheeled car and then the aeroplane and the canal legacy of Sir John Ramsden declined drastically and fell into disrepair. Now through the enterprise and involvement of the Huddersfield Canal Society BWB, Kirklees Council and other bodies, public interest is once more being aroused in the merits of a waterway amenity for leisure purposes. The canal runs through some very picturesque countryside, and much work is being done in the repairing of locks and the cleaning of the canal, to make the Huddersfield Broad a viable proposition for pleasure trips and holiday craft.

There will be a copy of an old map of Hudds. Broad in next issue.

D I A R Y

- Sept.10th 8.00pm. West Meeting. Tollemache Arms,Manchester Road, Mossley.
- Sept.13/14th IWA Irwell Rally/Liverpool St.Station, Exposition, Manchester.
- Sept.20th 8.00pm. Mikron Theatre Co. Zetland Hotel, Queensgate, Huddersfield.
- Sept.24th 8.00pm. *PFCS/HCS Meeting. Oldham Community Centre
- Oct.2nd 8.00pm. East Meeting. Albion, Longroyd Bridge,Hudds.
- Oct.8th 8.00pm. West Meeting. Old Hunters Tavern,Stalybridge
- Oct.22nd 8.00pm. *PFCS/HCS. Meeting Oldham Community Centre.
- Oct.27th 8.00pm. Mikron Theatre Co.Church Inn,Uppermill.
- Oct.28th 8.00pm. (Where's our Cut)New Bridge Inn,Mossley
- Oct.29th 8.00pm. " " " Swan Inn,Crimble,Slaithwaite
- Oct.30th 8.00pm. " " " Four Horseshoes,Milnsbridge
- Oct.31st 8.30pm. " " " Rose & Crown,Stalybridge
- Nov.1st 8.00pm. Mikron Theatre Co. The Railway, Station Rd., 'Mud in Your Eye' Marsden.
- Nov.6th 8.00pm. East Side Meeting.Four Hoseshoes,Milnsbridge. Illustrated talk by G.Wheat 'Canal Carrying'
- * Oldham Community Cetre, Greave Street, Oldham.



N B 'Stan'
undergoing
trials at the
Marsden end of
Standedge Tunnel

EditorThe Editor holds the right to edit or withhold articles and letters, or to retain them for publication at a later date.

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