

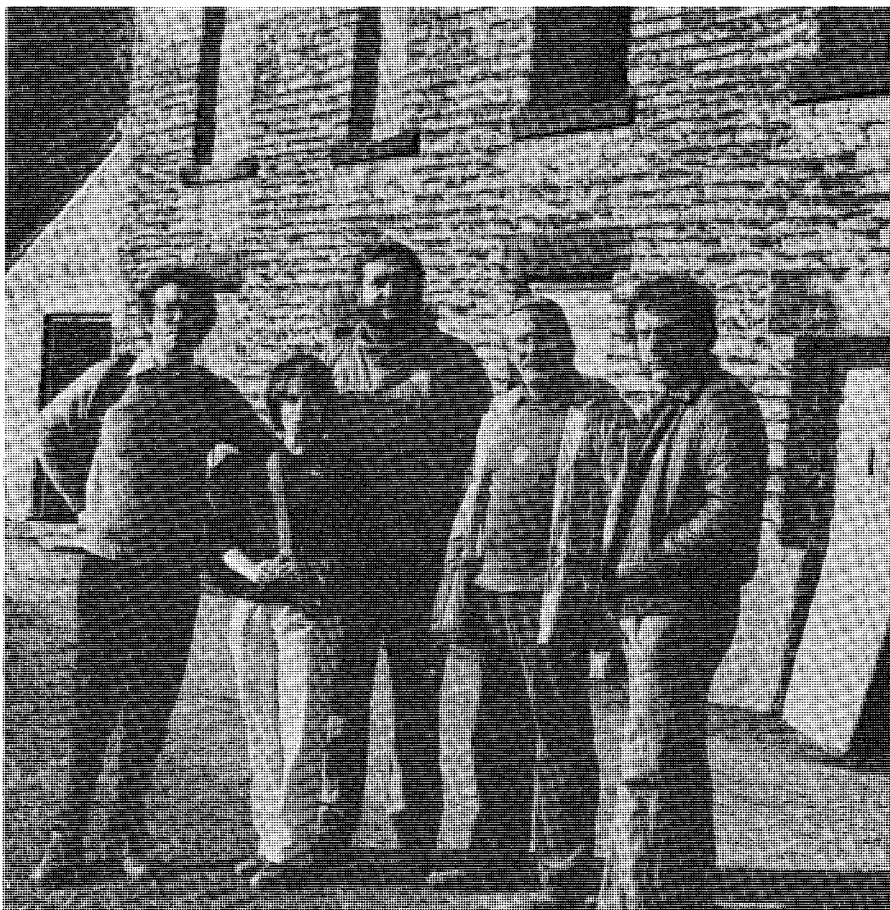


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MEMBERS

# PENNINE LINK

**No. 48**

**November/December 1982**



Chairman & Uppermill Project	David Sumner	54 High Lea Road, New Mills, Stockport. Tel: 061-456 5666
Vice-Chairman & Cottages	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield 34666
General Secretary	Robert Dewey	38 Paris Road, Scholes, Huddersfield Holmfirth 5022
Treasurer	Les Winnard	3 Fernlea Avenue, Chadderton, Oldham. Tel: 061-633 2690
Sales Officer	Mrs Jean Buckley	37 Edward Street, Oldham. 061-624 4881
Exhibitions Officer	Colin Chadwick	14 Simmondley New Road, Glossop. Tel: Glossop 64031
Publicity Officer	David Finnis	7 Ned Lane, Slaithwaite, Huddersfield.
Editor	Sue Gibson	14 Simmondley New Road, Glossop. Tel: Glossop 64031
Uppermill Project Manager	Graham Maskell	19 Quick View, Mossley. Tel: Mossley 3992
Boat Officer	John Maynard	29 Thick Hollins Drive, Meltham, Huddersfield 850575
Project Co-ordinator	Keith Gibson	Northcote House, Nields Road, Slaithwaite, Huddersfield. Tel: Huddersfield 844596

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## non-council members

Company Secretary	John Fryer	122 Leymoor Road, Longwood, Huddersfield 45311
Membership Secretary	Val Dewey	38 Paris Road, Scholes, Huddersfield Tel: Holmfirth 5022
West Side Secretary	Jean Wrigley	44 Stamford Street, Millbrook, Stalybridge. 061-338 9027
West Side Chairman	Mrs Jean Buckley	37 Edward Street, Oldham. 061-624 4881
East Side Chairman	Keith Parker	19 Thistle Close, Birkby. Huddersfield 35669
Sheffield Branch	Joyce and Phil Calverley	25 Wulfric Road, Eckington, Sheffield, Chesterfield 432140

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**Cover Photo by D. L. Finnis:** taken outside Tunnel End Cottages on 'Toepath '82'. Left to Right: HCS Chairman and Wife David and Diane Sumner, County Councillor: Garth Pratt, and HCS Vice-Chairman: Trevor Ellis.

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**THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.**

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## editorial

The announcement at the National Rally by Sir Frank Price regarding Blisworth Tunnel and the upgrading of local canals, the Ashton, Peak Forest and Calder is certainly good news. It shows that in spite of the constraints that BWB, like many others, is having to work under, the long term future of the system is being protected.

This is the last issue of Pennine Link in 1982. A year which has seen many successes for the society. Dungebooth Lock emptied, Lime Kiln Lock almost cleared by the WRG Summer Work Camp, TCF '82, work started at Tunnel End Cottages, Toepath '82, HCS on Swedish TV, the greatly improved printing quality of Pennine Link due to our printers Richard Boyes — especially their Mr. McVay. Let us hope that 1983 will be as successful.

May I now take this opportunity of wishing you all a very Merry Christmas and Happy New Year.

P.S. The Raffle Tickets mentioned last time are enclosed — please return counterfoils and monies as soon as possible.

*Sue Gibson.*

An old friend of the Society, Graham Burns, remarked to me on the 'Toepath' Walk "Huddersfield Canal Society organised the weather again". We haven't managed to control the elements yet but we managed to assemble around 200 walkers on a beautiful Autumn day. Congratulations to Paul Burton and his team for a very well-organised event. We walked in the company of members and officers of Kirklees Council and West Yorkshire County Councils and discussed the whole length of the Canal in Yorkshire.

Progress at Uppermill continues satisfactorily. Graham Maskell hopes to complete the excavation of Lime Kiln Lock by the end of December and is currently investigating pressure pointing systems to renovate the lock walls. We hope to be in a position to landscape the Dungebooth site next Spring.

Alan Jervis of Waterways Recovery Group presented his thoughts on the Ashton—Stalybridge section to the Council last month. A comprehensive study will be produced in November to present to the Society with recommendations of how to tackle the scheme. A phased restoration over two years is preferred by WRG rather than a one week-end blitz. The report, when ready, will be discussed at West and East Side meetings. One important recommendation will be to form a restoration steering group requiring up to five HCS members!

We are also producing two documents for discussion on:  
the job creation of a restored  
Huddersfield Narrow and  
a restoration project for the Marsden—  
Slaitwaite station.

Again, both reports will be available to HCS members in the near future.

The next three months will be crucial for the Society. Policy decisions are being made by Councils along our Canal. Please attend your local meetings if possible. However, developments will be reported in future issues of Pennine Link.

Happy Christmas to you all.

## **tunnel end cottages report**

Work has continued without interruption on the WYCC/HCS project to restore Tunnel End Cottages. Since the last issue of P.L. both outhouses have been re-roofed and the floors flagged. Inside the cottages the upper floors are almost repaired and the downstairs floors have been lifted for damp-proofing.

Kirklees have been delayed in starting on their landscaping schemes on the surrounding area. The other problem which has occurred is the ugly metal box which has materialised by the canal tunnel. It is understood to belong to the railway who are taking the opportunity presented by a power supply being installed in the cottages to electrify some of their equipment. They are being asked to move it.

*Trevor Ellis*

## canal clean-up at milnsbridge

As mentioned in the last issue of Pennine Link the clean-up at Milnsbridge took place on 16th/17th October organised by Pam Andrews of the Keep Britain Tidy Group.

Prior to the clean-up the lock at Morley Lane, Milnsbridge was drained — by BWB — and help from BWB came via Mr. Sykes who was most helpful to the volunteers over the whole weekend.

The weather on the Saturday wasn't too good although a few HCS members, Community Service Workers and a few others did brave the weather and turn out to fill the two waiting skips.

Sunday, a much brighter day had about 30 volunteers turning out, including Conservation Volunteers, HCS members, members of the Huddersfield Polytech Green Society and the Community Service Workers and of course not forgetting Mr. Sykes, and at least one member of Slaithwaite Anglers!

The two skips were filled with not much trouble, Pam reckons they could easily have filled more, the wood they recovered was burned and generally a very successful weekend for all.



*Photo showing volunteers at Milnsbridge canal clean-up.*

*Photo by Robert Carter*

**Resume of the Council Meeting held on September 1st 1982 at the Diggle Hotel, Diggle**

**TREASURERS REPORT:** Noted

**TUNNEL END COTTAGES:** Work on cottages is progressing well. Outhouse door now 6'6" wide. Lock gates: measurements to be taken.

**PUBLICITY:** New Car Stickers have now arrived. Thanks went to Robert Littleford for the donation of the painting which is to be raffled. Toepath '82 is progressing well. Paul Burton to be Social Organiser.

**PUBLICATIONS:** The Stalybridge Report is now urgent.

**PROJECTS OFFICER:** Jobs report ready for typing. Marsden—Slaithwaite scheme draft report prepared.

**UPPERMILL:** Agreed that working parties will be on Saturdays and Sundays once a month from next year.

**BOATS:** Stan running at Marsden. Further discussions with Sagar Marine re trip boat.

**Resume of the Council Meeting held on October 6th at the Diggle Hotel, Diggle**

**MATTERS ARISING FROM THE MINUTES:** TCF President Sir George Kenyon has written resigning as President.

**TREASURER'S REPORT:** Noted

**CHAIRMAN'S REPORT:** Meeting held with BWB. BWB have OK'd the lock gates made by Job Creation Scheme. Gates now ordered will arrive in January and will hopefully be hung in the Spring.

**WATERWAYS RECOVERY GROUP:** Alan Jervis discussed proposed work at Ashton/Stalybridge section. Thanks were expressed re the Summer Work Camp.

**TUNNEL END:** Work on the cottages is progressing well. Official opening next year: an event to be arranged to celebrate the opening.

**TOEPATH '82:** Successful venture. Thanks were expressed for Paul Burton's work.

**GENERAL SECRETARY:** TV Channel 4. Documentary on the Huddersfield Narrow Canal. Huddersfield District Plan adopted by Kirklees, has policies which give excellent protection to the canal. Kirklees have started work on the Queen Street Steps.

**MEMBERSHIP DRAW:** This issue's winner is Robin Witter.

**EXHIBITIONS:** New A Frame Display Frames being made.

**PROJECTS OFFICER:** Jobs Report, now ready, being typed. Marsden—Slaithwaite Report ready now to be printed.

**press date**

Articles for inclusion in the January/February issue of Pennine Link must be received no later than the 10th December.

Since the Summer Work Camp finished we have been taking a rest. We have used this time to review our working operations and also to catch up on some badly overdue plant maintenance.

For sometime the weekly Sunday working parties have been a growing problem. With all the plant to be set up, and then taken down again, it leaves not a lot of time in between to carry out the actual work. We therefore have, from now on changed our working parties to full weekends every other weekend until Christmas. The dates being:—

October 9—10th  
 October 23—24th  
 November 6—7th  
 November 20—21st  
 December 4—5th  
 December 18—19th

All members will be most welcome to attend on these weekends, we could do with a few new faces, and also we need to have Lime Kiln Lock chamber empty and measured for gates as soon as possible. If you would like to come but need any assistance please don't hesitate, write, or ring me on Mossley 3992.

Looking ahead to 1983 we have arranged a programme of weekend working parties with accommodation for all our far-flung members who haven't been able to attend before because of distance. The programme for 1983 is:—

January 22—23rd	August 6—7th
February 19—20th	September 3—4th
March 19—20th	October 1—2nd
April 16—17th	October 29—30th
May 14—15th	November 26—27th
June 11—12th	

We have accommodation arranged at a church hall for both the Friday and Saturday nights. You will need to provide your own sleeping bag, li-lo, mattress, etc., plates, mug and cutlery (unbreakable variety being best). There are cooking facilities at the hall so all you budding cooks please write to me so that we can arrange this important item **as soon as possible**. Food will be provided at cost price.

It's best to come prepared for all weathers, strong wellingtons and waterproofs coming top of the list. You should also ensure that you're protected by a current Tetanus jab!

Not put off? Right. Just put pen to paper or give me a ring, my address and phone number are on the inside of the front cover. Please, don't just turn up and expect things to be arranged.

Finally, a little belatedly, thanks to Derek Walker and Bob Dewey for the loaning of ladders. Who said appeals in Pennine Link don't get results?

*Graham Maskell.*

## restoration and unemployment

H.C.S. has since 1974 campaigned for the restoration of the Huddersfield Narrow Canal because of its historic importance, because it is a link between the main Midlands canal network and the relatively isolated Yorkshire waterways, and because of the environmental advantage of a navigable waterway rather than an increasingly derelict and dangerous eyesore. A report now prepared by the Society puts a rather different viewpoint on why the canal should be restored: the creation of jobs.

In these days of high unemployment any additional jobs are worthwhile, particularly in the areas through which the canal passes where the traditional main employers, the textile mills, have closed by the hundred.

The report ('A Report on the Job Creation Potential of the Huddersfield Narrow Canal as a navigable waterway'), which has been prepared initially as a part of the Society's campaign to persuade the local authorities that restoration is worthwhile, estimates the number of jobs likely to be created when the canal is open to navigation. It does not consider in detail the jobs generated by the process of restoration itself (although that could be several hundred) because these are essentially temporary and the number depends on how restoration is carried out and over what time period. These temporary jobs would nevertheless be very welcome in places such as Mossley and Marsden.

Three categories of jobs are considered. The first are those in canal-based businesses and as a result of extra trade to other local concerns. This relates to such trades as boat hire, boatyards, trip boats, restaurant and hotel boats, cafes, shops, pubs, garages, boatbuilding and suppliers to these firms. From previously published studies of other canals it is possible to calculate the number of jobs per mile likely to be generated on an average canal. The Huddersfield Narrow may well be better than average because of its scenery, historic importance and nearby places to visit, so these figures are a conservative estimate. If it is average then about 70 jobs would be created in Tameside, 65 in Oldham and 125 in Kirklees.

The second job category is canal maintenance. The report guesses that about 5-10 extra staff would be taken on at British Waterways' Marsden depot.

A navigable canal is a great attractor of visitors — people who come to walk along the canal or simply to stand and stare (Gongoozlers' as the old working boatmen called them). It is possible to arrive at the number of visitors likely to be attracted by the canal, mainly to Uppermill and Marsden. Their spending would create a third category of jobs in local shops, pubs, etc. Tourists spending power is one of the most effective creators of jobs. The report states that as many as 30 extra jobs could be created in Marsden and between 6 and 9 in Uppermill. Marsden is especially important because it has major attractions: Standedge Tunnel (into which the Society hopes one day to be able to run a trip boat), Tunnel End Cottages (which West Yorkshire County Council are refurbishing as a visitor centre and base for the Countryside Ranger Service to share with H.C.S.) and the flight of locks alongside the town centre Conservation Area.



The report concludes that when the canal is re-opened an extra 310 jobs will be created — 70 in Tameside, 75 in Oldham and 165 in Kirklees. In fact the benefits to Tameside and Kirklees would probably be greater because additional boats would use the connecting Ashton, Peak Forest, Huddersfield Broad and Calder and Hebble Canals thus generating extra jobs alongside these canals. A lot of the work involved is, of course seasonal or part-time so rather more people would benefit than 310 — that relates to a division of the extra work created into full time jobs. Because of the large amount of part-time work as many as an extra 450-500 people could be employed on a full or part-time basis in the Tame and Colne Valleys because of the re-opening of the canal. These jobs would not appear overnight, of course, but there is no reason to doubt that they will be created over a number of years as restoration takes place.

*Keith Gibson*

## **boats**

This piece can no longer be headed 'Stan' as we now have two boats and a third on the way so to speak.

No. 1. Stan is still giving trips at Marsden but has had to miss some weekends due to shortage of staff. This gives the public a very bad image of the society who think that if we cannot organise a few boat trips how can we possibly organise the restoration of the canal. This of course is not true; it is due to the high activity in organisation of restoration that the trips get neglected. Can you help? It is getting very urgent that we have more crews; contact David Milsom Huddersfield 850032.

No. 2. This boat is now at Tom Longbottom's Mill at Slaithwaite. She is 15' long by 5' 6" wide and made of thin sheet steel, the hull fore is cruiser form not the flat narrow boat construction. It is proposed to clean and paint the hull and rebuild the superstructure over the winter.

The following help is required:— 1) Assistance with the actual work. 2) suggestions for design of superstructure. 3) Gift or cheap offer of an outboard motor; this can be either one which works or one that the engine has blown up that can be converted to electric drive. 4) Can you suggest a suitable name for No. 2? All offers and suggestions for a name to me please. The name will be decided from those suggested at the next council meeting.

No. 3. Our full length trip boat. This is still the design/where do we get the money stage. Suggestions for names for No. 3 would also be welcomed; don't let the council choose a name and then grumble because you don't like it. Give us your suggestions now.

P.S. Provisional programme for Stan for next year. Trips at Marsden until moved to Ashton for the Festival in July, then at Uppermill for the second half of the summer.

*John Maynard*

People often say to me 'You must really enjoy being with Mikron to have stayed for 3 years'. The answer of course is 'Yes'.

It is a combination of an enjoyable way to travel (despite the crumbling system!) a healthy life style, and work I feel is tremendously worthwhile. How many people in the acting profession can claim to enjoy all three?

I cannot imagine what I would be doing now had I not discovered canals through Mikron. Over the past three years my boating skills have improved and the waterways system is gradually falling into place in my mind.

My acquired skills are not limited to boating though. Over the past three years with Mikron I have had to take stitches out of heads and feet, herd cattle across narrow lift bridges, rescue fishermen's floats from overhanging trees, rescue drowning animals, help decorate the lounge bar at a pub in Cheshire in the middle of the night, fill in as relief barmaid when the bar staff need a rest at the end of the night, fight off over enthusiastic fans as well as many other varied activities.

Since I started this article, Mikron has suffered its first broken limb in eleven years. On the journey from Aynho to Thrupp on the South Oxford Canal (a tricky canal at the best of times) Mike had a fight with a lock, and the boat and unfortunately Mike lost. Sadly the result was a trip to the John Radcliffe Hospital in Oxford and a broken shoulder.

With five more weeks of touring to go this has meant pain and frustration for Mike and many adjustments in our day to day living.

For the first time in eleven years we had to cancel a show because Mike was not fit to perform. Since that first night though the shows have gone on as normal. Apart from the fact that all Mike's characters now have one arm very few members of our audiences would realize the extent of his injury. He has shown what a truly professional performer he is.

With only a few weeks of our 1982 waterways tour to go, this will be the last Mikron Message aboard Tyseley. We all hope tht maintenance of the existing waterways continues to the extent that in 1983 the system is again reasonably navigable.

## **SOUTH PENNINE TOUR**

### **November**

- 2 Tue    Wheatsheaf Hotel, Church Street, Littleborough 8.00\*
- 3 Wed    Mechanics Institute, Peel Street, Marsden 8.00\*
- 4 Thu    For details and tickets tel: Hudds. 843701
- 6 Sat    Bar and refreshments
- 7 Sun    Four Horseshoes, Market Street, Milnsbridge 8.00\*
- 8 Mon    Church Inn, Church Road, Uppermill 8.00\*
- 9 Tue    Rose & Crown (The Nook), Victoria Square, Holmfirth 8.00\*
- 10 Wed    Rising Sun, Leymoor Road, Golcar 8.00\*
- 11 Thu    Travellers Rest, Slaithwaite Road Meltham 8.00\*
- 12 Fri    Rose & Crown, Market Street, Stalybridge 8.00\*\*
- 13 Sat    The Railway, Station Road, Marsden 8.00\*\*

\*Keep Yer 'Ands Off    \*\*Over The Top

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Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support or in any other way you have to offer.

To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone: Holmfirth (048 489) 5022

I/We wish to join the Huddersfield Canal Society.

Name/s .....

Address .....

.....

.....

Postcode ..... Telephone: .....

Occupation .....

Amount enclosed £ ..... Cheque/PO/Cash

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- Ordinary membership £2.50 Junior (under 18) £1.00
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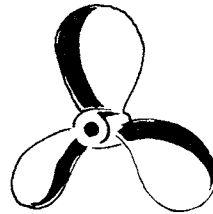
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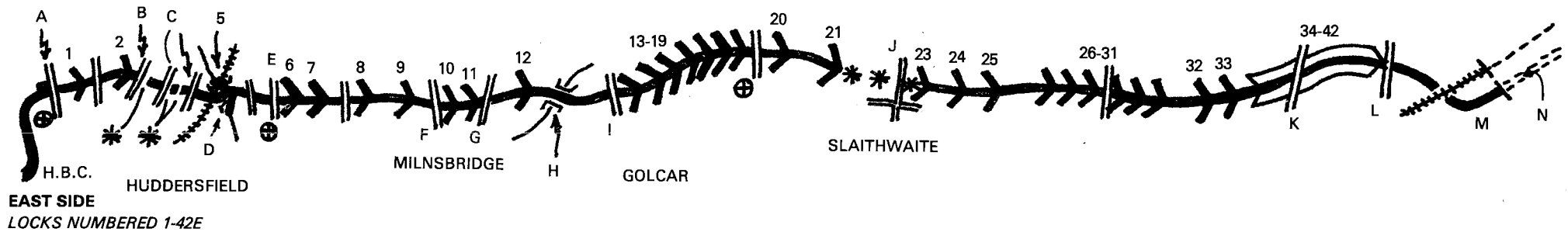
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Huddersfield Canals Towpath Guide	£2.50	40p p&tp

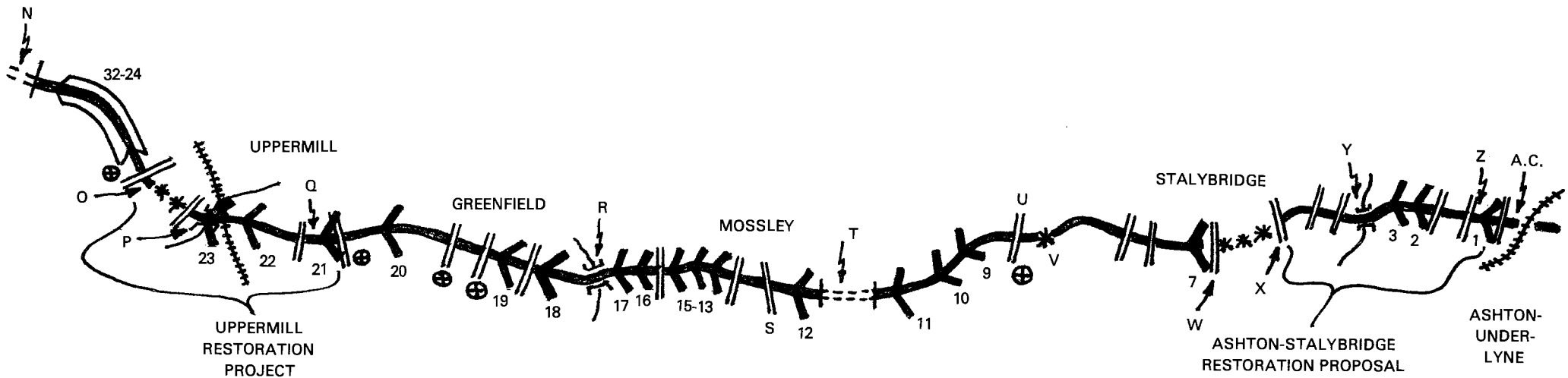


The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19<sup>7</sup>/<sub>8</sub> miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

- H.B.C..... Huddersfield Broad Canal
- A.C..... Ashton Canal
- A..... Wakefield Road
- B..... Queen Street South
- C..... Manchester Road
- D..... Paddock Foot Aqueduct
- E..... Stoney Battery
- F..... Market Street

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum

- R..... Royal George Aqueduct
- S..... Egmont Street
- T..... Scout Tunnel
- U..... Grove Road
- V..... Hartshead Power Station
- W..... Mottram Road
- X..... Bayley Street
- Y..... Stalybridge Aqueduct
- Z..... Whitelands "Tunnel"
- \*..... Infilled sections
- +..... Culverted or lowered bridges



**WEST SIDE**  
LOCKS NUMBERED 1-32W

## the politics of restoration

Glancing sadly at a growing number of grey hairs recently it came as something of a shock to recall that I was first involved in waterways over 20 years ago. It seems only yesterday that a tiny Kennet and Avon Canal Society (as it then was) talked of opening up the canal from Reading to Bath and that David Hutchings was just starting work on the Southern Stratford Canal. Only a few years earlier there was a real prospect that the entire canal system outside the main river navigations would be closed for good. Watching so many new canal societies develop, thrive and reach their objectives has been an enjoyable pastime over those fleeting 20 years. Today, with nearly 100 such societies in the country, each postal delivery brings fresh news of restoration work in dozens of different locations up and down the country. There have been losses, of course, as well as disappointments as the spate of recent closures for repairs show only too clearly. Nevertheless, it is hard to escape the conclusion that the general picture has been optimistic and that there is far more public awareness today of the potentialities of canals than ever before.

Different canal societies have achieved different degrees of success according to the difficulty of the task they set themselves and the skill and energy which they have applied to the task. From belonging to, and following, the activities of these societies over a period of time, however, I have come to the conclusion that there are three inter-related processes involved in waterways restoration, and that the most successful Canal societies and trusts are well aware of the importance of all of them. The difficulty in describing these essential ingredients for success is that each of the processes is not separate or isolated and that developments in one field invariably have beneficial repercussions on the other two.

If we accept that the prime objective of the waterways restoration movement is to restore and develop inland waterways, it often seems surprising to realise that one of these processes — the actual physical restoration of the canal — is the easiest and least important of the three. I don't suggest that any serious canal restoration is easy, nor do I suggest that such restoration is unimportant. On the contrary it is realising the ultimate objective of the various canal societies or trusts — restoring their own canal throughout. The comparison then is purely relative — compared with the two earlier processes the final process of physical reconstruction is comparatively straightforward.

What are the other two earlier processes so crucial to ultimate success? First of all there is the time-consuming, often frustrating, sometimes disappointing but absolutely crucial educational campaign with local and county authorities, with water authorities, with ratepayers, taxpayers and the general public at large. This initial process is by far the most important long-

term activity of any canal society or trust. It is primarily a political campaign — persuading reasonable people that this course of action (restoration) is preferable to that course of action (neglect and abandonment). This first process is crucial because local and national authorities do not often seek to damage inland waterways. In many cases, even half a decade ago, councils were barely aware of canals' existence, let alone their potential amenity and recreational role. It never occurs to the great majority of authorities that restoration is ever a practical possibility. Bringing the canals to their attention, showing what can be done, pointing out the benefits that can accrue from restoration, give these authorities a new perspective. County and District Councils are far more ignorant than wilful, Whether they like it or not an active canal society changes the local council's conception of inland waterways and, in the long term, makes them think of canals as part of their planning policies.

This initial educational process is crucial because without it, without a successful job of persuading people living in the area that restoration is possible, preferable and practical, long-term success in restoring a derelict navigation is never ever possible. The two subsequent processes, therefore, depend entirely on a successful first one. The Kennet and Avon Trust's restoration is now within sight of completion not primarily because of the amount of labour expended on it over a long period of time, nor because of the finance provided by the Trust, local and national authorities. The Kennet and Avon Canal approaches completion because over 25 years the K & A Trust has organised a skilful and persuasive campaign to convince enough people that restoration is possible, preferable and practical. Money and labour have therefore been made available to complete the task.

The second phase of restoration, which follows a successful educational campaign and precedes large-scale restoration, is raising money to get the work done. For major projects this is also a difficult, long-winded and frustrating process, although smaller sums for restoration of short lengths or tunnel portals are easier to raise. Judging by the track record of the waterways restoration movement over the last 20 years this second, essentially financial campaign is only successful if a well established and thoughtful canal society or trust has been working hard locally for many years previously.

So the lesson if there is one seems to be that if we want to restore our canal we must take the long-term view and concentrate our efforts on bringing the canal to people's attention and persuading enough people that restoration is worthwhile. The money and the reconstruction do not fall into our lap when we have done this. But the back of the problem is broken.

*M.A. Handford.  
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**PENNINE LINK**

**are you an active member**

Are you an active member  
The kind who would be missed  
Or are you just contented  
That your name is on the list  
Do you attend the meetings  
And mingle with the flock  
Or do you merely stay at home  
And criticize and knock  
Do you take an active part  
To help the work along  
Or are you merely satisfied  
To only just belong  
Do you ever go to visit  
A member who is sick  
Or leave the work to just a few  
And talk about a clique  
Think it over member  
You know right from wrong  
Are you an active member  
Or do you just belong?

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## **solution to crossword no. 8**

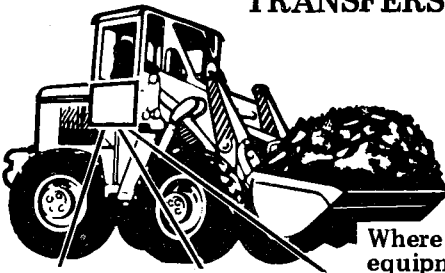
### **ACROSS**

1. Pound
4. Infill
- 9 Draught
10. Visit
11. Leer
12. Leggers
13. Ill
14. Stem
16. Tide
18. She
20. Towpath
21. Fags
24. About
25. Restore
26. Steady
27. Stern

### **DOWN**

1. Paddle
2. Usage
3. Digs
5. Navigate
6. Instead
7. Latest
8. Still
13. Imparted
15. Towrope
17. Straps
18. Shore
19. Astern
22. Abode
23. Asks

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PENNINE LINK

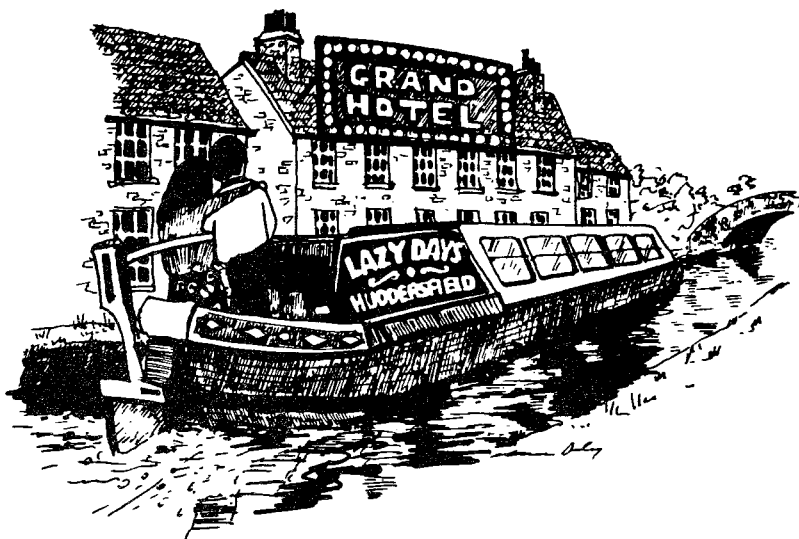
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at its enjoyable best*

It gives me great pleasure to report on yet another successful Huddersfield Canal Society event. The weather was very good providing ideal walking conditions for those taking part. Despite the unearthly commencement time of 9.30 on a Sunday morning, there was a healthy crowd to hear His Worship the Mayor of Kirklees put walkers under starting orders.

In all, approximately two hundred and twenty people turned out to take part in the walk, raising between two and three thousand pounds for the Society funds. (May I remind those who haven't already submitted their sponsor money, that it is due in before the end of October).

I was pleased to see that it wasn't just the younger members of the Society that took to the towpath and would like to thank such as Mr. and Mrs. Sykes of Slaithwaite (80 and 70 respectively) for joining in, although they were not the only 'older' people taking part.

The majority of walkers were members of other clubs and societies making use of the shared percentage scheme. Colne Valley High School alone contributed about 40% of the total turnout, and it is clear that without their participation "Toepath" would not have been the success that it was. I hope very much that in "Toepath 83" we will see more Huddersfield Canal Society members taking an active part.

I would like to thank on behalf of the "Toepath 82" committee

His Worship the Mayor of Kirklees

Colne Valley M.P.

Members of W.Y.C.C.

Mr. J. Wood

Mr. R. Wainwright

Mr. G. Pratt

Mr. R. Mitchell

Mr. G. Clegg

Members of Kirklees M.C.

Mr. G. Beever

Mr. B. Fearnley

Mrs. D. Lindley

Mr. D. Micklethwaite

Mr. R. Iredale

The Chairman and Committee members of H.C.S.

Mr Ted Keaveney of IWA and ALL the walkers with apologies to anyone missed, for their support on Sunday 3rd. Thank you.

*P.R. Burton*

## **'toepath '83'**

Would any members be prepared, or simply 'like', TO JOIN the "Toepath 83" committee. IF SO, there will be a meeting at the Railway public house in Marsden on Tuesday 22nd February 1983 to discuss next years event and select a new committee.

Thank you,  
*P.R. Burton.*



## **BLISWORTH TUNNEL — MAJOR REPAIRS TO START**

Opening the Inland Waterways Association's National Rally at Titford Pools, Birmingham, on the 28th August 1982, Sir Frank Price, DL, Chairman of British Waterways Board, announced that during the first week in September the Board will be inviting tenders for the main contract for repairs to Blisworth Tunnel, on the Grand Union Canal in Northamptonshire.

Sir Frank went on to say, "In anticipation of the start of the repair work we have let a contract to John Mowlem & Co. Ltd., to build access roads, provide services and temporary offices and prepare contractor's working and storage areas outside the northern portal of the tunnel. This work has been put in hand so that the main contract can be let later this year.

"The soil investigations contract necessary to determine the final detailed design work has been completed", he continued. "No time has been lost since the money was made available by the Government, but now things will be seen to be happening".

Before the tunnel can be re-opened to two-way traffic, in about two years time, the failed brick lining in the centre third of the 1 3/4 mile long tunnel will be replaced by precast segmental concrete units. The estimated cost of repairs to this tunnel is £4.25 million.

Blisworth Tunnel, on the principal waterway route between London and the Midlands has been closed to traffic since the Autumn of 1980.

## **uppermill project**

—Thanks to all who have contributed to the Society's funds. However, we still require more help especially as the coming twelve months will be critical in the Society's future. So please send your donations direct to the Treasurer or pay direct to the National Westminster Bank, Uppermill Branch (Code 01—08—99) for the credit of 'Huddersfield Canal Society Ltd. Uppermill Project', Account No. 84219262.

### **Deeds of Covenant:**

These can be completed at any time without having to wait for a renewal notice. Please either send for or phone me for a form, or more details.

*Les Winnard, Treasurer.*

Again there is a chance to take part in the membership competition. All you have to do is enrol a new member to the Society and on the form where it says 'I heard about the Society from....' they must fill in your name to be eligible to enter the competition. Please remember the membership is now £2.50 both for an individual or a family membership. The lucky winner receives £5. This issues lucky winner is Robin Witter.

## stamp collection

Again many thanks for the stamps. I have recently received stamps from Mrs. B. George, Mrs. Parker, George Brown of Canada, Mr. J. Crosland, Roy Meakin, Jean Buckley, Graham Maskell, and all on board Tyseley.

Remember any stamps can be accepted, if you have access to stamps do leave roughly ¼" of envelope bordering the stamp so as not to damage it (unless of course you'd like to soak them off)!

WHY NOT CRUISE WITH.....

## THE PENNINE LINE

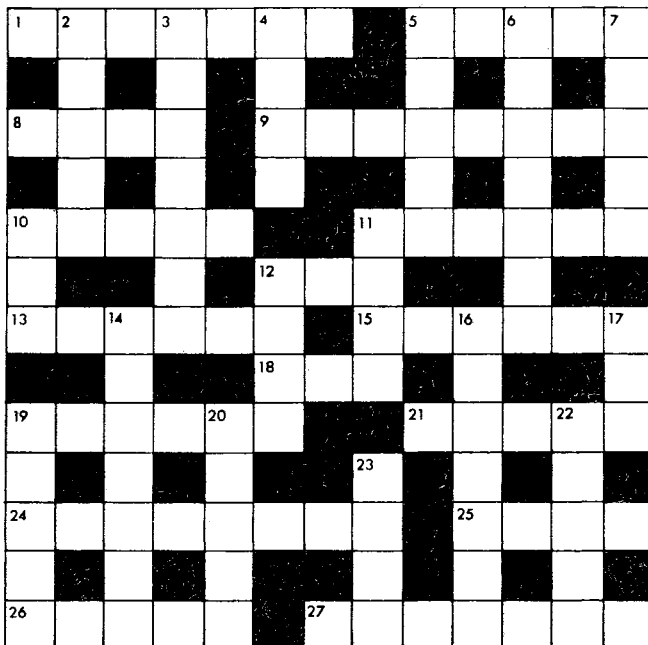
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**CLUES ACROSS**

- 1. Nautical Knot (7)
- 5. Revolving part (5)
- 8. Scrutinise (4)
- 9. Launching 'ways' (8)
- 10. 4 Down for instance (5)
- 11. After the Boat (6)
- 12. Galley Utensil (3)
- 13. Steering Guide (6)
- 15. Wrestle (6)
- 18. Single (3)
- 19. Escape (6)
- 21. Unbending (5)
- 24. Signs (8)
- 25. Nuisance (4)
- 26. Sun related (5)
- 27. Moved the silt (7)

**CLUES DOWN**

- 2. Talent Award (5)
- 3. Cord Loop (7)
- 4. Facial Feature (4)
- 5. Thick Cords (5)
- 6. Merchants (7)
- 7. Gummy substance (5)
- 10. Boat Propellor (3)
- 11. In front of (4)
- 12. Support (4)
- 14. Needs 10's and dots (7)
- 16. Put aboard (7)
- 17. Conclude (3)
- 19. Measures (5)
- 20. Automobile (5)
- 22. Give out (5)
- 23. The Soviets (4)



Most people will agree that my surname is somewhat unusual. I have always been interested in researching in to the Finnis family tree but with HCS and my other activities there just never seems to be the time. Some time ago Jean Buckley received an order for some HCS postcards from a lady in South Africa. The lady, an ex-resident of Keighley, Yorkshire, had seen the cards reviewed in the 'Dalesman' and noticed that the photograph used for the card had been taken by a 'David L. Finnis'. Apparently one of her friends who lives in South Africa is also called Finnis and she wondered if the two could be related. Her friend had produced a family tree for his family which traced the name back to 1598 in Dover.

Being born and bred in Yorkshire and being 110% pro-Yorkshire I hate to confess that my father was born in, wait for it, London! I know that we have a lot of relations 'down south' so it seems quite feasible that there is some connection somewhere along the line. I would be interested to hear from any member who knows of any Finnis living in their area and grateful if they could write to me about their relatives.

The surname 'Finnis' means 'son of Fin(n)', the latter being a personal name derived from Old Norse Finr. Old Danish and old Swedish Fin (probably Finn, inhabitant of Finland). Once everyone was known by a single name. As the population increased people travelled and found others with the same name and so took an extra name to identify themselves. Thus a man named John whose father was Finn might be known as 'John (son of) Finn' or John Finnis (ie Finn's son) in order to distinguish him from others of the same Christian name. In the course of time the cognomen became hereditary in what we now term surnames, ceasing to have any reference to the bearers immediate ancestry.

Early records reveal the form Fin(n) rather than Finnis, for example Hugo Fin who appears in Yorkshire Pipe Rolls in 1178-9, Katherine and Maggot Fin, in Huntingdonshire Hundred Rolls in 1273, William Fyn in Lanarkshire in 1296 and Thomas Fyn and Isabella Fynne in Yorkshire Polltax Returns in 1379. With all these Yorkshire connections my ancestry does not look quite as bad as I first imagined.

I am very grateful to Mr. Stewart F. Finnis of South Africa for forwarding his family tree especially as he has indicated that the motto on our family crest reads 'Finis Coronat Opus' which means 'The End Crowneth the Work', what more can I say! Finally though, you never know what your involvement with HCS is going to bring, so why not become more active in your Society and see what surprises are awaiting you?

*David L. Finnis.*

I am please to welcome the following new members to the Society:

924 Mr and Mrs G. E. Ball,  
925 B. M. Johnson,  
926 Ian Douglas Bond,  
927 Robert Waters,  
928 Steven Calcutt,  
929 David Lee,  
930 William Brooks,  
931 Vincent Howard Willey,  
932 Mr A. Rovy & Ms I. Myers,  
933 A. C. Sellars,  
934 W. B. Richardson,  
935 Jeffrey Bowden,  
936 Susan Elizabeth Frost,  
937 Mrs M. Gibson & Mrs F. Lees,  
938 Andrew Lancaster Shortridge,  
939 John Barrie Lord,  
940 John Gordon Hirst,  
941 Trevor Austin Whitehead

Val Dewey — Membership Secretary

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- 4th November 8.00 p.m. Joint Meeting with the Calder Navigation Society. Four Horse Shoes, Milnsbridge, Huddersfield. Illustrated talk by Peter Spence entitled 'The Calder and Hebble Navigation'
- 5th November 6.45 p.m. Bonfire Party in Marsden. Further details from Paul Burton on Cleckheaton 875619
- 10th November 8.00 p.m. West Meeting at Diggle Hotel, Diggle
- 17th November 8.00 p.m. West Meeting. Illustrated talk to be given by Mr. Shaw — North West Chairman of the Inland Shipping — entitled 'Inland Shipping' at the Cross Keys, Uppermill
- 24th November 8.00 p.m. Sheffield Branch Meeting at the Grapes, Trippett Lane, Sheffield. Illustrated talk by Peter Wild entitled 'The Cuckoo Dyke' — an illustrated journey from Chesterfield to the River Trent.
- 2nd December 8.00 p.m. East Meeting at the Shoulder of Mutton, Slaithwaite
- 8th December 8.00 p.m. West Meeting at the Old Hunters Tavern, Stalybridge
- 8th December 8.00 p.m. Sheffield Branch Meeting/Joint Social with Sheffield IWA and the Chesterfield Canal Society at the Clerical and Technical Staff Club. Sheffield University, Brook Hill, Sheffield

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