



PennineK

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Front Cover: The embossed seal of the Huddersfield Canal Company

While consulting microfilm copies of the Canal Company's documents at the Local Interest Library, Stalybridge, it was noticed that several pages had the Common Seal affixed, though little detail could be seen. What better motif for the Bicentenary year! The original documents are held at the Public Record Office, Kew and by kind permission of British Railways Board and the assistance of Brian Carter at the PRO, photographic copies of the 'best' impression were made. There was a tantalising possibility that the original steel die was still in existence; held at the Railway Museum, York. Unfortunately, the Canal Company was not amongst their collection of two dozen dies.

The seal design has been used on a number of Sales items and promotional material, including bicentenary mugs, festival plaques, T-shirts, sweatshirts, etc. and members should keep an eye out for our 'classical' design in this bicentenary year.



Just in case you thought the postman had missed your delivery of the Spring Issue of Pennine Link, or that you had been crossed off the membership list, let me put your mind at rest. Pressure of other work on the typesetting computer and operating

team has meant that we have been pushed back. A large part of this computer work has been the production of the presentation material for the House of Commons visit to bid for funding - a most important function that had to take precedence over all else. Chairman David Summer led the Joint Committee delegation on the 3rd March and the results of the bid will be published in the fullness of time. See the Chairman's Remarks.

As a result of this delay, I intend to publish two Issues in quick succession. This Issue will be the story of the inception, building, rise and fall of

the Canal Company fortunes, and in black and white not colour as previously announced. The following Issue will take over the story from closure and infilling of sections, the formation of the Canal Society and the drive towards full restoration. This will have colour pages reflecting both the revival of the Canal and the enthusiasm of the people concerned. I hope you like the results.

There's not much more to say in this column that is not self explanatory in the following pages. To those of you awaiting restoration news, all I will say now is that it is very good. There will be a full report in the Summer Issue. I bet you can't wait!

No doubt you have all heard of the sad death in January of the former IWA Chairman Ken Goodwin. I was pleased to have had the acquaintance of, and to have worked with, this tireless inland waterway enthusiast. On behalf of myself and the Huddersfield Canal Society Council of Management, I extend our condolence to his widow and family; he will be missed.

Alwyn Ogborn



In March a deputation from the HNC Joint Committee attended the House of Commons armed with facts and figures past, present and predicted future, to lobby MP's for funding to complete the restoration of the Canal. In my opening remarks I gave

our thanks to MP's, MEP's and the Department of Environment for support to date, and to Tom Pendry and Robert Sheldon who supported us before restoration began in 1981. Thanks also go to people like Graham Riddick who has joined us on sponsored walks, Barry Sheerman who sponsored our first Westminster visit in 1987, and MEP's who have helped to gain European funding. We are also very grateful to the House which passed the Paving Bill in 1988 to legalise cruising on our Canal.

After introducing the other members of the Joint Committee, the Local Authorities of Tameside, Oldham and Kirklees, plus British Waterways and support from the IWA, I outlined the progress to date, viz: out of the 74 locks, 53 have been restored, over 60% of the Canal dredged, and 7 road bridges re-opened to allow navigation. A further £3 million worth of DLG funded restoration is to start this year. In Tameside it is planned to re-open Staley Wharf and bring boats almost to the centre of Stalybridge. In Oldham, the rebuilding of Frenches bridge in Greenfield will extend navigation up to Wade Lock, and dredging and bank work between Locks 24E and 23E in Kirklees will mean that we are knocking on the door of the Slaithwaite infill.

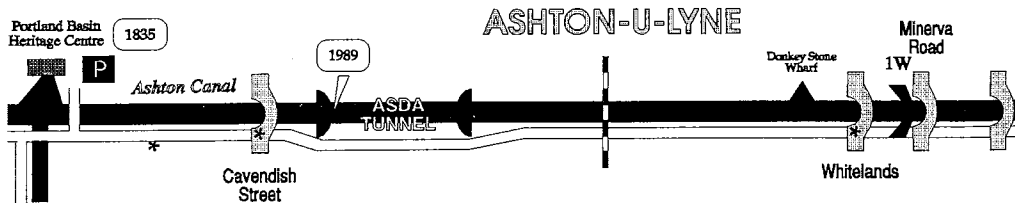
To reinforce our bid for future funding we had taken with us a display of photographs and artists impressions and a short video of progress to date. These were used to underline the benefits of full

restoration. The canal side developments would not have taken place without the improvement to the waterway, and there is potential for much more. The Canal Society is instigating environmental improvements by restoring canal side derelict structures. A prime example is shown in the video; the Wool Road Transshipment Shed in Saddleworth. Owned by BW, saved by the local historical society, HCS secured a long lease on favourable terms and full restoration was triggered by an ERDF grant. Further funds from Oldham MB and charitable trusts enabled the project to be completed with the help of fund raising by the Canal Society, sponsorship and volunteer input. It is now used as a meeting place by the Canal Society and for educational use by the Tame Valley Warden Service. When the Canal is navigable between Uppermill and Standedge, the Transshipment Shed will really come into its own.

All this goes to show that the partnership has worked. The Canal Society has been in existence since 1974 and started physical restoration in 1981. Since then, £10 million has been spent, and we now believe the time is right to push for a co-ordinated approach to final restoration by the turn of the century. In other words, a strategy where the Society, BW and the Local Authorities can plan ahead with some certainty.

I went on to explain that we were addressing ourselves to the new DoE draft guidelines, but that we do, however, believe that one cannot purely value the restoration of a derelict part of our heritage in purely financial terms. There is a great value to be put on the benefit of people being able to stroll along the towpath, the greening of two valleys, and the fact that local residents can enjoy their own 'back yard' without travelling by car to some other distant attraction.

We have estimated the final cost to be £23.5m spread over 8 or 9 years; £2-3m per year across three Local Authority areas and two Northern



regions. The three main expensive projects are Standedge Tunnel, Huddersfield and Stalybridge town centres. Obviously the Tunnel scheme is important for through navigation, but like the Dudley Tunnel scheme, (DoE and BW funded), it will be an attraction in its own right, and could become a focus for a tourism experience.

Mike Thompson is co-ordinating the project, including the provision of Tunnel boats, water taxis and a visitor centre.

Developments in Huddersfield and Tameside have already created jobs, and one of the aims of the partnership is to create a stable and diverse

business and residential community in an attractive environment. The Stalybridge part of our bid will further these new partnership aims.

In short, all the elements are in place for full restoration. We have the organisation, the track record and wide public support. All we need is the brass. We are now looking forward to a formal response to our bid from the DoE and English Partnerships. You will be able to find out the results of our endeavours in future editions of Pennine Link. Keep everything crossed.

David Sumner



After what seems like an eternity, activity at Locks 31W and 32W at Diggle has finally ended, with only minor work such as painting, which is out of the question at present, left to complete. It is doubtful whether, had we known how long the restoration of the two

locks would take, we would not have attempted to make the work a volunteer project. Much of what was done is invisible; both bywash weirs required major rebuilds, several courses of the wall at Lock 31W had to be pushed back and a large amount of material moved more than once. All of these jobs drag on for months when work is one Sunday in a fortnight.

Having completed work on the two locks, on 29th December 1993, the members normally engaged in restoration at Diggle, took the Marsden Shuttle out on an exploratory cruise towards Slaithwaite. There was a lot of interest from people seeing a 'boa' on the move, but it quickly became obvious that the Canal badly needs to be maintained and used. However, we made it down as far as Lock 26E, only two

pounds short of the present limit of navigation, when time ran out. It was fully dark and very cold by the time we returned to Marsden.

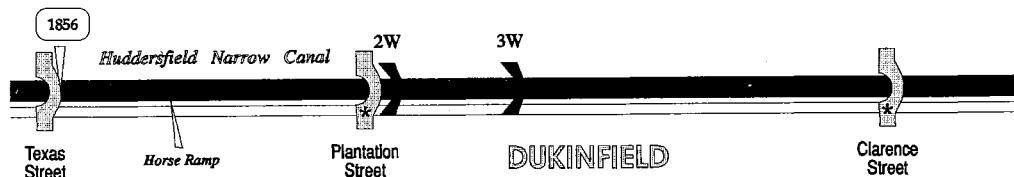
On 9th January the volunteers returned to restoration and switched to Lock 27W, selected as the first lock on the Diggle Flight untouched by the full-time team, where we started clearing the bywash. The whole channel has now been cleared ready for repair, the drop-shaft top has been reset and the whole of the surrounding bay cleared ready for rebuilding.

There are obvious problems due to location. Although somewhat lower down than our previous site, which had the honour of being the highest point on the canal system, Lock 27W is even more exposed. Weather protection, with the van being three locks away and the compound a similar distance, leaves something to be desired. Hopefully the weather should improve as the year progresses, although at the time of writing, snow is falling outside.

We would still be happy to see anyone interested in taking part in the restoration. Future dates have been changed to the following:

29th May	12th June	26th June
10th July	24th July	

Trevor Ellis





Plans for the ambitious 'Standedge Experience' project which could become a major tourist attraction, have been unveiled.

Officers from Tameside, Oldham and Kirklees Councils, British Waterways and HCS, have prepared a blueprint

on the shape and format of the unique 'Experience' which would give a new lease of life to the huge British Waterways warehouse at Tunnel End, Marsden, and would turn Standedge Tunnel into a 'must' for both canal enthusiasts and less dedicated tourists.

HCS consultant Mike Thompson, chaired the working party, whose wide ranging report has been backed in principle by the Narrow Canal Joint Committee.

Said Mike *"The development blueprint is the result of many hours of deep discussions and consultations. We have a catalogue of workable ideas and, of course, the enthusiasm, but what we do not have now is money."*

It is hoped that the project will generate interest and funding from the private sector and Mike added *"We shall be investigating many areas of possible funding, including Europe, and we would welcome interest, suggestions and, hopefully, capital investment from organisations, private companies and individuals."*

The warehouse, most of which is now disused, will play a vital role in the development of the project. It is seen as an administrative headquarters and visitor centre, with the possibility of other uses.

The report recommends that the historic building should be preserved - it is in a poor state of repair - but points out that this will be costly.

Structural work to make it safe is estimated to cost in the region of £360,000. On top of this would be conversion work - and that could swallow up another £350,000.

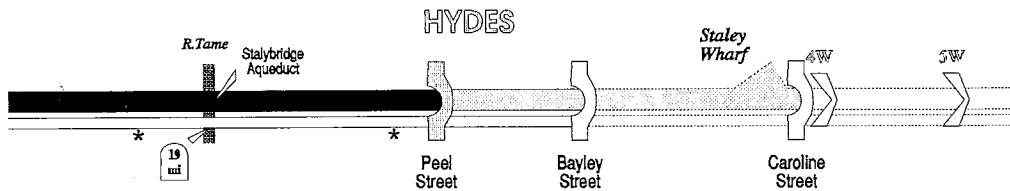
Most of the work involved in creating the 'Experience' would be at the Marsden end of the Tunnel, but there would also be tourism and leisure facilities at the Diggle end, and with this in mind, officers of the Joint Committee are to try to identify land suitable for development.

In addition to the visitor centre, the blueprint suggest a wide range of other developments to attract tourists, and their spending power. These include:

- Boat trips into, and eventually through, the Tunnel.
- A water taxi service between Marsden railway station and Tunnel End.
- A theme park.
- Links with the natural amenities of the area, such as moorland walks, picnic sites and nature studies.
- Emphasis on historical connections, including the Romans, turnpikes, canals, railways, textiles and power.
- A unique mock tunnel which could be used for experience of 'legging' - the way in which boats were propelled through the Tunnel when it was part of a commercial waterway.
- Catering and accommodation facilities, including new ventures and also involving hotels and public houses.

The aim is provide a value-for-money leisure package to tourists in an environmentally attractive area which was rich in history, says the report.

The prime need - which has been consistently stressed by HCS - is to re-open the Tunnel to



Experience Plans Unveiled

boat trips as soon as possible. The cost of repairs, estimated at £3.4m, has, of course, been included in the recent bid to the government for funding covering the whole of the Narrow Canal.

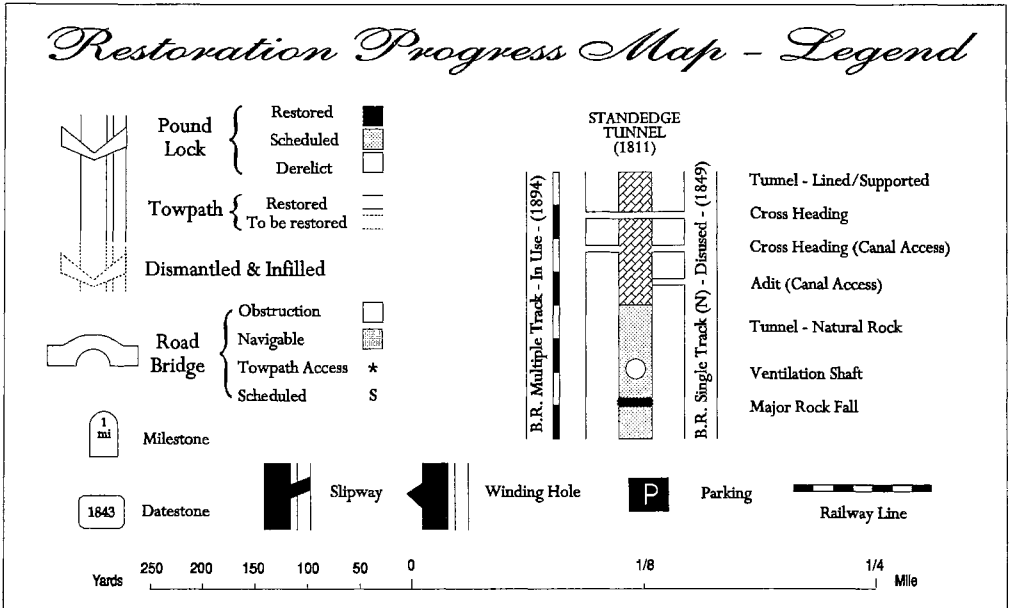
On boats using the Tunnel, the report comments *"It is essential, not just for the Standedge Experience, but for the well-being of the whole Canal, that this tunnel is re-opened as soon as possible, and repaired to such a standard that it will, at all times, be safe and secure for visitors and will involve the minimum of maintenance in the future."*

At the Diggle end of the Tunnel there could also be boat trips, plus towpath walks and picnic areas, possible a marina, and horse riding and Pennine trails. Providing a rail station halt at Diggle is to be investigated.

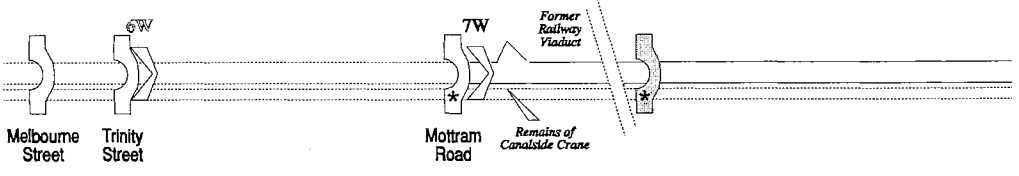
The working party wants to broaden its membership, co-opting representatives from many other bodies, including tourist and community associations and will welcome suggestions from the public.

The need for outside organisations to be involved was also stressed by Joint Committee chairman, Councillor George Speight, who said the blueprint was exciting and innovative. *"It has the potential to become a prime money-making tourist attraction, creating jobs and bringing finance into the area. We have the will and the way to get it off the ground but not, as yet, the money,"* added Councillor Speight.

Alec Ramsden



STALYBRIDGE



On scanning back copies of Pennine Link, I wonder how many members know that the Society has a Promotions Group, a body of keen people made up of a Secretary, Press, Festival, Sales and Boat Officers, the Editor, Membership Secretary, two Social Chairmen and several co-opted members. We meet monthly, to determine in our wisdom how best we can let the world know what the Society is doing and why. At present, amongst other things, we are busying ourselves in organising events which will promote the bicentenary and the 20th birthday of the Society.

To further the progress of our work, we need the involvement of others. Additional heads with new ideas. Additional hands to assist generally at Festivals, promotional events, crewing the boats, joining the Promotions Group to do something positive and constructive in furthering our cause.

Obviously if you live in Texas, Iceland or Australia for example, as some members do, it will be difficult for you to join the existing band of volunteers (except, of course, to recruit new members) but if you live in Yorkshire, Lancashire, Cheshire, Greater Manchester or within easy reach of a Festival venue, you may feel able to help.

Involvement does not mean that it takes over your life completely - a few hours a month are more valuable to the Society than you can imagine.

1995 sees a task looming on the horizon which we need to address now. Gay Quilter, Sales Officer and husband Steve are, due to additional work-related responsibilities, unable to devote the amount of time to Sales as they have done up to now and they will have to step down. We must thank them both for a job so very well done. Gay has co-ordinated the Sales Team (which is

well established) and other volunteers, ordered stock for the Sales Trailer, attended to stock and finance control and most important, has taken the Sales Trailer to Festivals and other events, here, there and everywhere. The latter is a task which can be shared and it involves driving a Leyland Daf 12 seater minibus which tows the Trailer. While experience of towing would be beneficial, guidance will be given.

As members, you have shown you have an interest in the Society, so why not take things a step further? Give us a call. Frank Smith can be reached on 061 339 1332, Gay (in relation to sales) on 0457 872526 and myself on 061 624 3719.

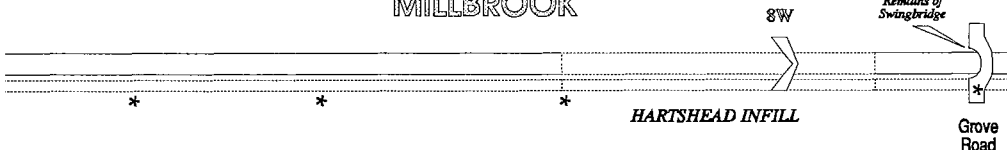
We look forward to hearing from you.

Jo Young
Chairman, Promotions Group

SALES VENUES

June 18-19	Elland Festival
June 25-26	Tunnel End Summer Fair (Marsden)
July 2-3	Caravan Rally (South Crosland)
July 8-10	Tameside Canals Festival (Portland Basin)
August 6	Emley Show
August 27-29	IWA National Festival (Waltham Abbey)
September 3-4	Huddersfield Canals Festival (Aspley Basin)
September 10-11	Castlefield Carnival*

*To be confirmed





Above: Councillor Geoff Brierley prepares to 'cut the cake' at Slaithwaite as part of the bicentenary celebrations, carefully watched by, left to right: Val Todd, Alan Kingdom, Jo Young, Bob Maycock, Carol Wardman, Frank Smith, Coun. Alan Brett and Gordon Calverley.

Below: 'Say it with flowers' Visitors to the Wool Road Transhipment Warehouse will notice this novel, seasonal display. Jo & John Young and Frank Smith laboured hard in the Autumn rain, but their planting efforts have produced a blooming '200' display. Photos: John Young



The campaign to win more money for the restoration of the Narrow Canal was taken to Westminster in March, with a special exhibition for MP's and government officials on achievements to date, plans for the future and reasons why money should be made available.

The event was hosted by that enthusiastic supporter of the restoration project, MP Geoffrey Dickens, and his fellow Parliamentarian, Robert Sheldon, and Mr Dickens had some good news.

This was the support of Robert Atkins MP, Minister for the Environment and Countryside, who told Mr Dickens in a reply to his invitation letter that benefits would certainly stem from bringing the Canal back into use. His 'letter of support' is reproduced in full.

At the heart of the presentation was the detailed bid for £23m, produced by the Joint Committee, and the members, Tameside, Oldham and Kirklees Councils, HCS and British Waterways were well represented.

Mr Dickens, outlining the case, said that the Narrow Canal restoration scheme was the pathfinder project for the country's other waterways restoration drives, and he was backed by Mr Sheldon, who pointed out what the Canal was like not so long ago - dirty, derelict, a disgrace and a place to be avoided. Now it was an amenity to be proud of, providing a pleasant, attractive environment, stimulating business prospects and boosting job hopes.

Chairman of the Joint Committee, Councillor George Speight, highlighted achievements and ventures which had been sparked off by the restoration moves. Restoration of the Canal was creating a high grade linear park to help improve the quality of life for local residents in their work, education and leisure time.

Councillor Speight said that a tremendous amount had already been achieved.

"We have the skills, determination and ambition to finish the job. All we are short of is money. Hopefully that will be forthcoming".

And looking into his crystal ball he urged those present at the promotion to make an entry in their diaries for April 4th, 2003 - 'Huddersfield Narrow Canal Re-opening Ceremony'.

HCS Chairman David Sumner listed restoration progress to date. 53 out of 74 locks repaired, 20km (12.5mi) of the total 32km (19.75mi) of waterway dredged, 7 road bridges re-opened to allow navigation. *"Our strategy has, to date, been to take opportunities on an ad hoc basis,"* he said.

A special exhibition had been set up in a House of Commons dining room and the HCS Chairman pointed out photographs showing some of the canal side developments which had been undertaken or were currently underway.

"We cannot claim the credit for them all, but would they have been viable next to a derelict waterway?" he asked.

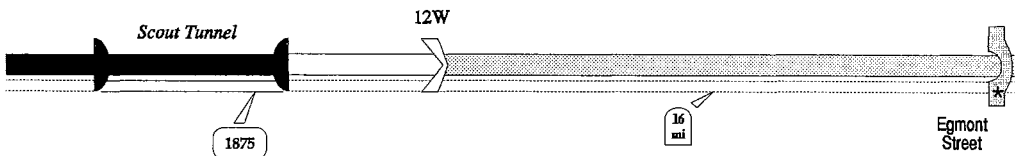
"All the elements are in place for full restoration. We have the organisation, we have the track record and we have the wider public support. I venture to say that our scheme and the way we are proceeding is unique in the waterways movement" said the HCS Chairman.

The Joint Committee is looking forward to a formal response from the Department of the Environment and English Partnerships - the successor body to the Derelict Land Grant scheme which has been such a vital factor in funding restoration schemes.

MP's popping into the exhibition were given further information about the restoration programme and the campaign will be sustained by post. Before he left the House, Chairman Sumner went with Mr Dickens to the Westminster Post Office where information packs were posted to MP's and other VIP's who could not get to the presentation which, incidentally, included a specially made video on the history of the Canal and restoration progress. It's well worth seeing.

Alec Ramsden

SCOUT GREEN



Westminster Campaign Trip



Minister for the Environment
and Countryside

ROBERT ATKINS MP

Department of the Environment
2 Marsham Street
London SW1P 3EB

Telephone 071 275 3440

Dear Geoffrey,

I very much regret that commitments outside London mean that I cannot attend your Exhibition on 3 March.

The Huddersfield Joint Canal Committee already has a fine track record in demonstrating how public bodies can work with the private sector, particularly the local voluntary sector, to secure the future of our canals. The Committee is to be congratulated on its ongoing plans to restore the Huddersfield Narrow Canal. Bringing the canal back into use will stimulate local urban regeneration. It will also develop the canal's leisure and tourism potential and provide an opportunity for more visitors to enjoy some of our finest countryside.

Please accept my best wishes for a successful Exhibition.

Regards,

I am very sorry
but time simply won't permit

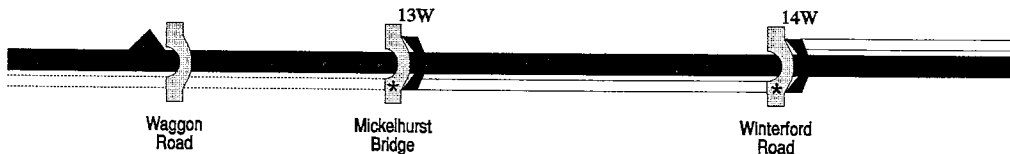
Rob

Geoffrey Dickens Esq JP MP

11

BOTTOMS

MOSSLEY



Pennine

It is still April 1988 and Anne (the Wife) and HE (Ken) are on the River Avon with son Simon and cabin-boy (the late) William dachshund, moored at Twynyn in Alvechurch Boats' Kestrel.

DAY 4 - WEDNESDAY

Sailing time: 8am - 6.15pm

Weather - Glorious but with a stiff breeze

Destination - Bidford-on-Avon; 30 miles

Locks - 9 (two manned)

Woke up to brilliant sunshine and a clear blue sky - at last - nice long stretch before the first lock so time for a leisurely breakfast and tidy up - for me, anyway, HE is up there and Simon still fast asleep! The Avon is much nicer than the Severn, very picturesque, but moorings are few and far between. All the locks are new or newly rebuilt and very different in design from others (and from each other), with good easily operated paddles. Went into Millside boatyard for water



Yes, folks, it's a lock house! Evesham Lock & Dock

but there was no water point - just one of several errors in 'good old Pearson' (I must write to them - someday). Eventually took on water at Wyre Lock - fiendish currents below lock with lighter boats having great difficulty (or perhaps their steerers weren't as skilled as mine!). Flotsam caused a few anxious, propeller-worrying moments. Moored up at the Anchor Inn, Wyre Piddle, and had a splendid lunch and pinta Flowers. Rang a composer friend of ours about meeting us tonight from his home at Chipping Norton. Back on board and away past Tiddle Widdle Island (some crazy names, hereabouts) and through gorgeous countryside. Superb property abounds by this beautiful meandering river. Had plans to stop at Evesham - wonderful modern lock and futuristic lock house - but decided against (some other time, ha ha!). Under Evesham by-pass bridge into a film set, cameras, boom-mikes, the lot. We waved and they waved back - no idea what was going on! Lots of bird life and got closer than ever before to a heron, before it lolloped off. Came to three superb new locks - 'George Billington' built by Eric Pritchard, volunteers and friends, the next 'Robert Aickman lock - he gets everywhere! The weir just above the lock has a fierce tow and another Alvechurch boat was broad-side on the weir's edge, hopelessly grounded. We couldn't help, due to masses of reeds, but were assured that the boatyard was on the way with a winch and a long rope!

On to the last lock before Bidford, 'TWA' lock, named after the hordes of volunteers who struggled to remove hundreds of tons of marl during the reconstruction in the 60/70's. All these three locks had excellent free moorings, but we chose to go into Bidford-on-Avon to meet our friend. Here was a new (then) public mooring with 'rise and fall' mooring rings to cope with the regular river variations, beautifully built with wooden staging against a landscaped playing-field and in full view of Bidford's famous bridge

12

WOODEND

15
mi

15W

16W

17W



Manchester
Road - A635

THE WIFE'S TALE - PART 22



River Avon - Nafford Lock (to the right of Nafford Mill) and an awe-inspiring 'bywash' Photos: A & K Wright

- terrific! I realised that we hadn't used our mooring pins since we set out. the 'stuck-on-the-weir' boat came up about an hour behind us - pleasant young couple with two dogs on board. Three boats in all - no room for more.

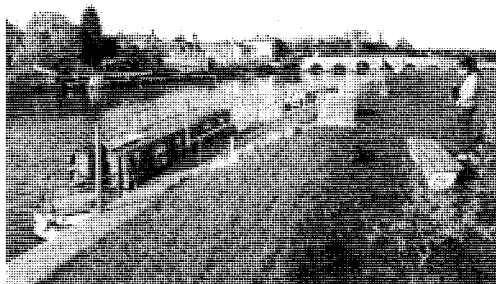
We have noticed, generally, how well-kept the gardens of the riverside houses are, on the water frontage - almost without exception with boats - also a great many permanent 'mobile' home sites and long stretches of river with fishing platforms. Our friend arrived very early - he though the boat was very special (I imagine he expected a canoe or similar). Had a quick meal and then off to the Frog and Bulrush for several pints and a good long natter. Back to the boat at 10.45 after friend's departure and watched a bit of snooker (boasting with our colour TV!), had a coffee, then bed.

On to Stratford tomorrow and back on to the canal system. Although sorry to leave the Avon and its beauty, will be glad to get back to the canal for its moorings alone and the freedom of choice for a night's stop. Having said that, the moorings provided at pubs, locks and by municipal authorities have been splendid. Pubs

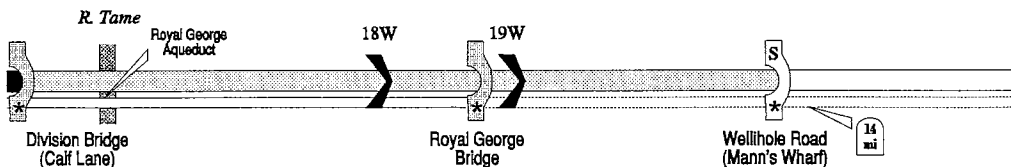
actually on the water's edge few and far between and so far no 'canalia' shops for those who want them.

To save time in the morning HE decided to fill up with water - the tap was just outside the boat - and he had to 'inspect the moorings' anyway! It was 11.15pm!

Next time - through Stratford like a dose of salts and on to Mary Arden's house.



'Kestrel' at Bidford-on-Avon



TAMESIDE CANALS FESTIVAL

July 8th, 9th & 10th
Portland Basin

Friday
8th

Folk
Night



Saturday
9th

Jazz
with
Smokey
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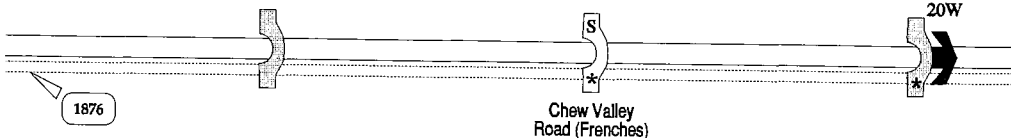
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Dear Alwyn,

Recently the Grand Union Morris from Denham in Buckinghamshire joined the HCS. Being based near the Grand Union and originally formed by people living near and interested in canals. Last year we were dancing at the Saddleworth Rushcart Festival and visited the Marsden Tunnel mouth. Despite typical August weather of driving rain, we felt we had to dance a couple of Morris dances on the towpath to an audience of four sheep, two dogs and a couple of hikers. Lack of support never stops us Morris dancers. We instantly decided to help your Society by becoming Associate Members to complement our membership of the Wendover Arm Trust. Your restoration is slightly more advanced than ours, but we haven't any locks to worry about.

More power to your diggers!

Cheers

Tim Shellshear

Dear Alwyn,

This is an appeal I would like in Pennine Link. I am trying to complete my collection of Pennine Link back numbers and would ask any members who have unwanted copies of the following issues to send them to me at my address above.

Numbers: 1-9, 11-20, 27, 40, 50, 51, 53, 57, 60, 70 and 72.

Yours

Michael Tinker

Thanks for your letter Michael, see the back numbers list; John Maynard (0484 850575) has recently received SINGLE copies of some of the issues you require, so be quick!

Even the Society's archive collection is missing Bulletins 3 & 4. Ed.

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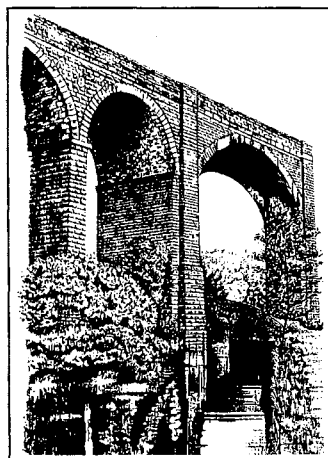
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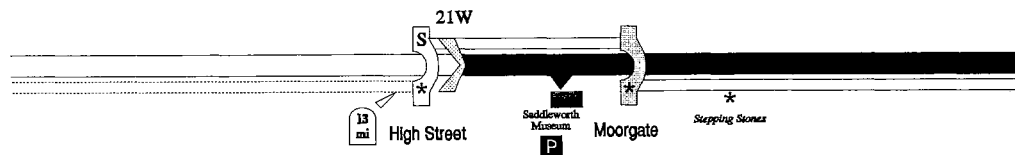
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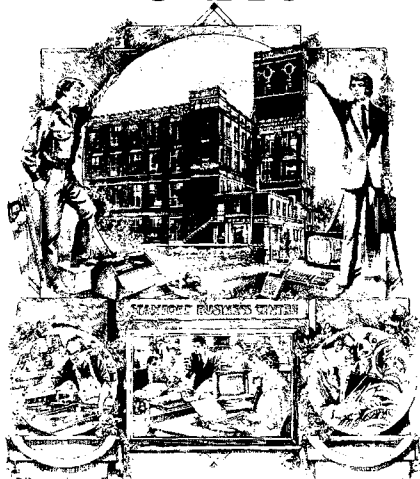
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Dear Alwyn,

Congratulations on again winning the Tom Rolt award for Penine Link.

But at the risk of being accused of 'nit-picking' may I be allowed to correct the final paragraph of Alec Ramsden's article on page 17, Issue 108.

Pennine Link was not originally produced as a "photocopied occasional news letter" after the first five (which were called Bulletins), Pennine Link was a regular bi-monthly event starting in August '75; Editor Gerry Greenwood.

It was not photocopied, (I don't think photocopiers had been invented; even if they had we could not

have afforded one!) it was produced on a donated duplicator. This duplicator squatted in various members homes; finally ending up in mine. It was used for many other things besides producing Pennine Link; press releases and Council minutes.

The machine had a mind of its own. It could be run by hand - one turn of the handle producing one copy - or by motor. This was the theory. In practice it did not always work like this. The trouble being that the instruction book that we had was for a different model. It had innumerable knobs and levers, many of which we never discovered the purpose of.

It was always interesting to use and the results sometimes unexpected. But it did produce many copies of Pennine Link.

Yours sincerely,

J.K. Maynard

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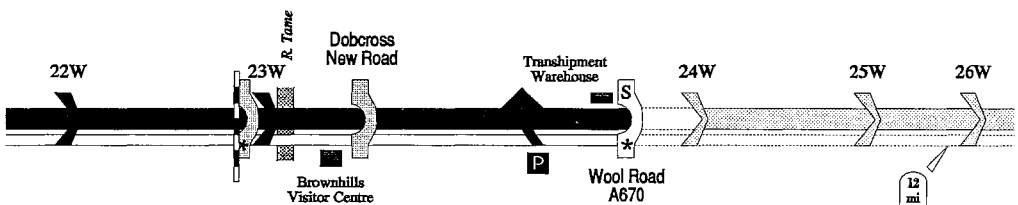
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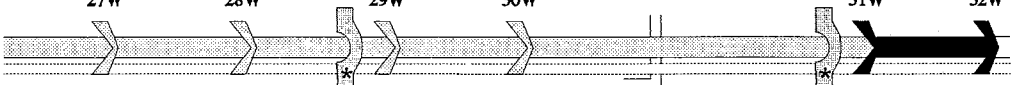
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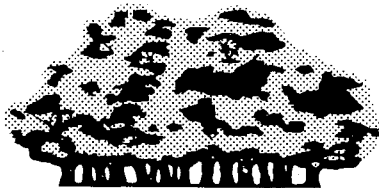
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Also, we now have two boats on the Rochdale – come and see how the competition are doing!

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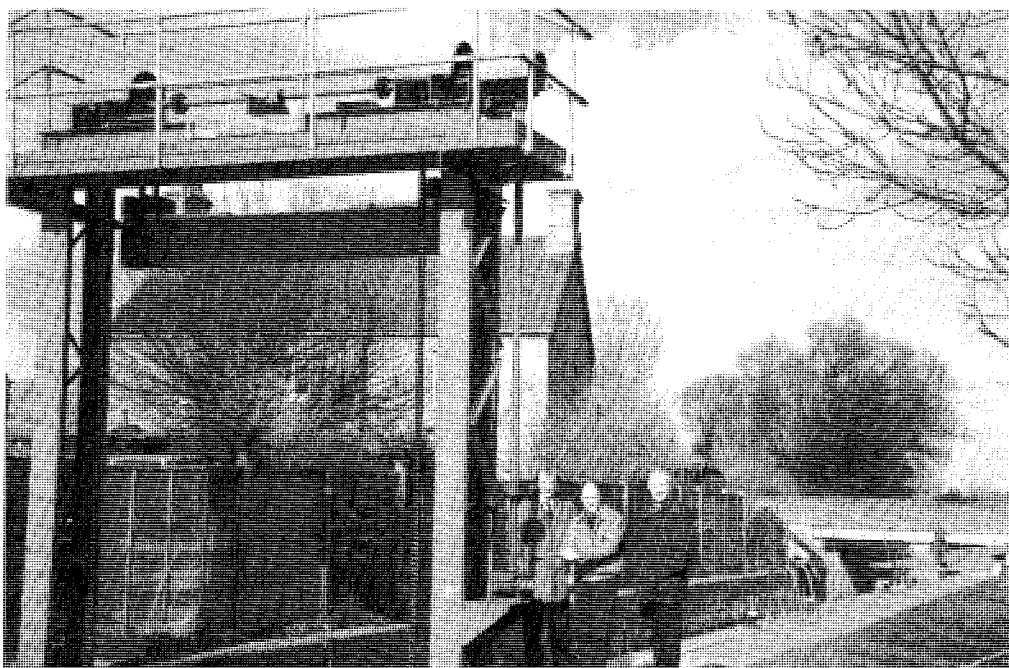
***'PLEASE DROP YOUR SLACKERS
BEFORE LEAVING THE LOCK'***

To the uninitiated the above request bears a striking similarity to 'Please adjust your clothing before leaving the toilet'. However, if you substitute 'paddle' for 'slackers' and transfer your boating from a canal to the river Great Ouse, the title should drop into perspective.

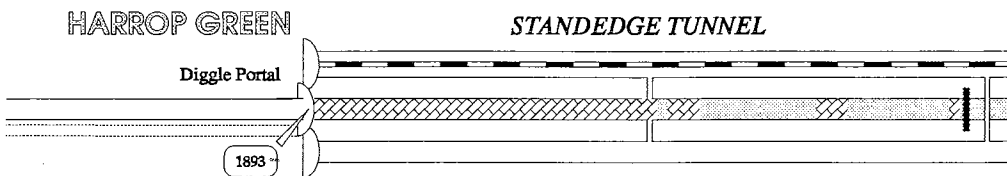
The request was seen on Godmanchester Lock by three HCS representatives, who visited the Great Ouse at the invitation of the National River Authority's Huntingdon office to inspect guillotine lock gates. Your representatives were Steve Whitby, MD of HCS Restoration Ltd, Neil

Morton, the Society's consulting civil engineer, and myself, Ken Wright, one of the Society's voluntary civil engineering advisors.

The need to inspect guillotine gates arose out of the need to redesign the bottom gate on Lock 24E at Slaithwaite. Over the years since the Canal closed, a road bridge at the tail of 24E has 'stretched' sideways (some people might call it a bridge improvement - others might not) with the result that a conventional swinging gate cannot be installed. Guillotine gates in such circumstances are not new (there is one at Salterhebble, near Halifax) but they are not common enough to be able to buy one from the ironmonger's.



Guillotine gate at Offord Lock, Great Ouse, Huntingdon
Left to right: Neil Morton (Wilde & Partners), Chris Convine (NRA) and Ken Wright (HCS). Photo: S. Whitby



Bring Your Knitting!

In writing, and without being able to wave one's arms about, describing such a gate is not easy. Picture this: the lock is blocked by a large steel plate which drops vertically into a groove at each side of the lock - this plate (gate) hangs from two chains which pass over wheels on a steel frame over the lock (like a tall, narrow goal-post). At the other end of the chains is a big counterweight and somewhere in the middle - near the ground - is a handle which allows a boater to lift the gate to let a boat in or out.

Simple you may say, and basically it is. But to design one that will work is somewhat different. How do you empty the lock? How much gearing is needed to allow the handle to be turned by a small person? Can the gate rise three metres with less than 1,000 turns of the handle? Is between 75 and 100 times a little more acceptable? At what gear ratio is there a possibility of a worm gear driving itself back? Does a 2 ton gate and 4 ton counterweight sound like a lot of steel to have swinging in the air?

Add to all these questions and more, the fact that all the experts say "They never work first time, you always have to adjust the gearing or the counterweight" and you know you are in trouble.

Hence the visit to the flat country where there is a guillotine gate on every lock (usually the tail gate), to act as a sluice to empty flooding rivers (they close the lock to navigation at the time!).

The journey was done by train (I never knew the Liverpool to Norwich two-carriage express stopped at Stockport and Peterborough) and we saw the Peak Forest Canal, Nottingham Castle, Chesterfield's crooked spire and Peterborough Castle. And what an erudite team. Lectures on curry making and brass instrument playing (Steve), rocking-horse making (Ken), engineering archaeology and Robinson's bitter (Neil).

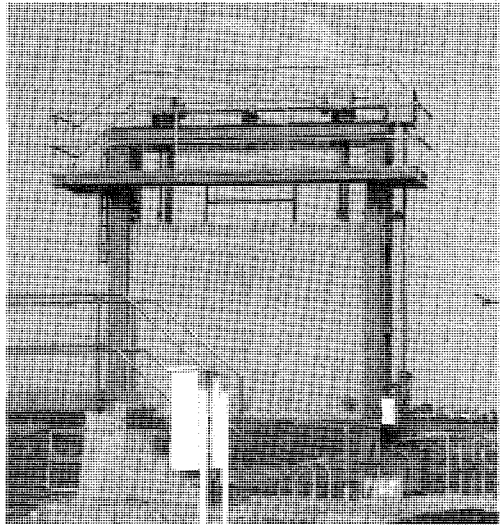
Unfortunately we had breakfast at 06.15, a sandwich on the return train at about 15.30 and

collapsed into a pub in Stockport at around 18.00 - a busy day.

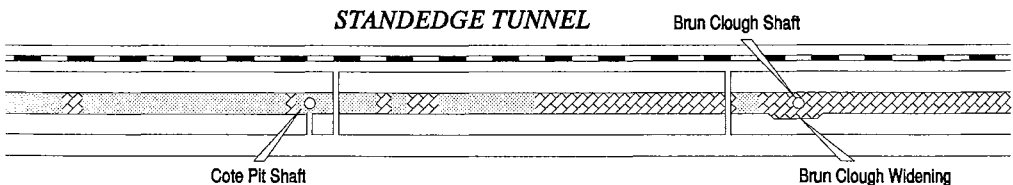
But Chris Convine, NRA's land drainage engineer really whizzed us around. We saw three locks, all quite different - the first (Brownhill) was at least seven miles from nowhere in the middle of the largest field on earth - and the lock-keepers cottage is for sale! Anybody fancy the quiet life?

As a result of our expedition, you may rest assured that our lock will empty by a conventional paddle in the unconventional gate, will lift 3 metres using 75-100 turns of a handle a 12 year-old can turn, the 2 ton gate and the 4 ton counterweight will not creep back down as your boat passes underneath. Most of all, we will have created another bit of exciting engineering on Britain's finest canal!

Ken Wright



Guillotine gate on the Great Ouse in the open position.
Photo: S. Whitby



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Picture if you can the industrial scene two hundred and a bit years ago. Merchants and manufacturers were moving goods, sometimes heavy and bulky, across the Pennines by pack horse and mule. It was slow, time consuming, and very expensive for the cargo carried.

With the Duke of Bridgewater's Canal, lock free from Worsley to Manchester, opened in 1761, and the Trent and Mersey, Brindley's Grand Trunk Canal, 93 miles and 76 locks opened throughout in 1777, plus several other schemes, the canal age was under way. 'What a good idea' thought the merchants. 'We need water transport between Liverpool and Hull!' And so the race to cross the Pennines was on.

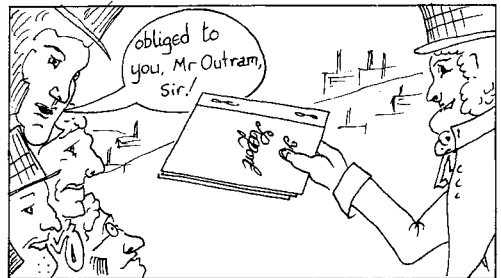
Several schemes were put forward and surveyed. The longest, and arguably the most successful, (local traffic continuing into the 1960's), was the Leeds and Liverpool. 127 miles and 91 locks in total, 33.5 from the eastern end open by 1777 and 28 miles from Liverpool opened by 1775, the difficult central section being left dormant until 1790 when Robert Whitworth was appointed engineer to get the job moving again. The final section between Wigan and Blackburn, under the wing of James Fletcher, was completed and through navigation achieved by 1816.

Whilst all this was going on, other routes were being planned. The Rochdale Canal was first surveyed in 1766 by James Brindley. A bill of 1792 failed and after many trials and tribulations the canal got its Act on the 4th April 1794 - the same day as the Huddersfield Narrow.

Two other routes across the Pennines were put forward by the Manchester, Bolton and Bury company. The Bury and Sladen Canal to meet the Rochdale north of Littleborough, and the Haslingden Canal from Bury to meet the Leeds and Liverpool at Church, near Accrington. Despite a fair old ding dong battle, (fixed bayonets, no prisoners), neither of these projects made it.

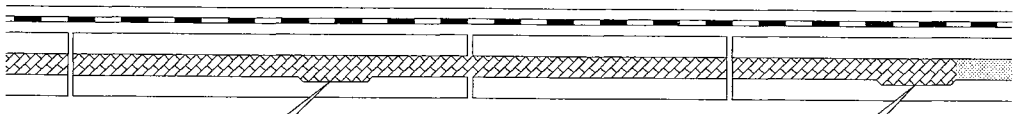
The most important, of course, was 'our' Canal - the Huddersfield Narrow. The Huddersfield Broad or Sir John Ramsden's Canal, had been constructed from the Calder and Hebble at Cooper Bridge to Aspley Basin, near Huddersfield town centre, in the 1770's. The Ashton Canal from Manchester had been authorised in 1792. Between Ashton and Huddersfield was the shortest distance across the Pennines, to many this was the obvious route. *How exciting!*

Many meetings must have been held prior to the Canal being formally proposed at a meeting in the George Inn, Huddersfield on the 30th May 1794. Engineer Benjamin Outram was asked to survey the line and report on estimated costs. His report was presented on the 22nd October 1793 and is reproduced on pages 29 to 31.



The Act for the construction of the Canal was duly passed by parliament on the 14th April 1794. A committee meeting of the Huddersfield Canal Company was held on the 26th June 1794 and work began in July of that year. The Acts, Proceedings and Transactions of the Canal Company Committee are held, together with other historical documents, at the Public Record Office, Kew, and we are grateful to the British Railways Board for permission to reproduce part of the first General Assembly summarising the Act and listing the Committee members (see pages 32 & 33).

STANDEDGE TUNNEL



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Judy Widening

Bicentenary History - Part 1

There followed many years of trials and tribulations just like modern history. Over-running of budgets and construction difficulties allied to poor engineering in places led to a long drawn out wait for completion.

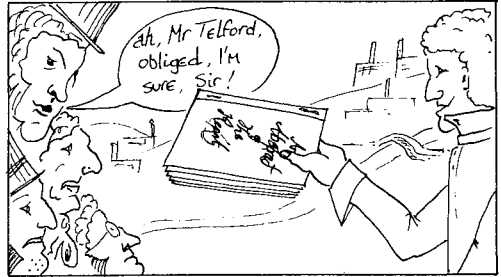
Stretches of the Canal were open to navigation as soon as they were completed in order to get a return on the money invested as soon as possible. The Huddersfield to Slaithwaite section was opened in March 1797; the sections between Slaithwaite and Marsden, and Ashton and Greenfield by the end of 1798. Only the tunnel remained to be finished. Much carelessness in the construction of the canal was responsible for increasing the actual cost of the work and prolonging the time it took to complete. For instance, many of the bridges were built without towpaths beneath them which necessitated some rebuilding, and some of the bypass channels were not watertight which meant that water seeped into the foundations of the lock chamber and caused severe frost damage during cold spells.

Outram fell ill during this time and Robert Whitworth was called in to report on the work. He said that the masonry and earthworks *"were the worst executed of any I have seen"*.

Further delay and damage was came with the floods of 1799 which caused havoc along sixteen miles of the canal; many immature earthbanks were wrecked, several bridges destroyed and the aqueduct at Marsden washed away. With no money available for repairs, the Company turned to Parliament to pass another Act (1800) to raise further capital from the shareholders.

The Company sacked Nicholas Brown, 'Surveyor, Book-keeper and Superintendent' since July 1794, and appointed John Rooth in his place. Outram formally resigned in 1801 without the appointment of a successor. Work continued to proceed slowly and a third Act had to be passed in 1806 to relieve chronic financial problems.

In the same year the Company asked Thomas Telford to survey the canal workings and replan its construction to completion. He presented his report in January 1807 and recommended the building of another summit reservoir, later known as Swellands, to augment the supply of water to the Canal. His Report is reproduced on pages 34 to 39.

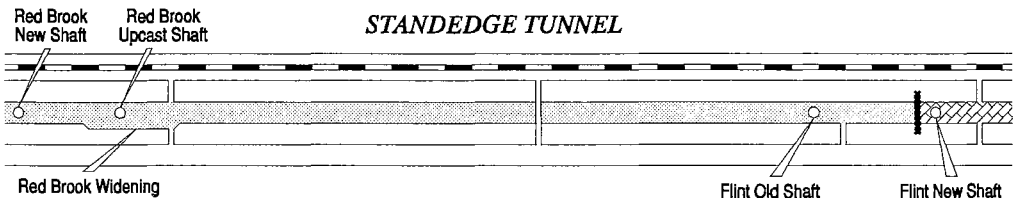


Telford's plan was followed closely over the next few years, but just as the completion date was in sight, a final disaster occurred on November 29th 1810 when the Swellands reservoir failed. The Colne valley from Marsden to Paddock was inundated and many mills and factories wrecked under the force of the waters. Six people lost their lives during this terrible 'Black Flood'.

The Canal was finally completed in December 1810 and officially opened on April 4th 1811 in the presence of a large crowd. The final cost of the project was over £300,000, with the cost of the Tunnel taking up a third of that amount. It had taken seventeen arduous years to build the Canal, and now there were hopes that this huge investment would yield a substantial return.

Unfortunately the canal's profits fell far short of expectations. One of the problems was that the dues charged were too high in relation to other Trans-Pennine canals, with the added cost of 1s 6d to pay on boats going through the Tunnel.

27



The advent of the railways was the beginning of the end for the Canal. On the 21st July 1845 an Act of Parliament was passed to amalgamate the Canal with the Huddersfield and Manchester Railway Company. This in turn was taken over by the London and North Western Railway Company in 1847. Canal traffic declined and the last working boat passed through Standedge Tunnel in 1921. Local traffic continued until final abandonment by Act of Parliament in 1944.

The last documented passage from Ashton to Huddersfield was by Tom Rolt in company with James Sutherland, Jane Howard and Robert Aickman on board the pleasure cruiser Ailsa Craig. The story of this epic journey was chronicled in the inland waterway devotee's magazine, *Waterways World*; April, May and June editions 1974. I am very pleased to have had permission from Hugh Potter, editor of *Waterways World*, to reproduce the articles spread over the next few issues of *Pennine Link*. The first installment is reproduced on pages 40 to 42.

I say the last 'documented' passage because I have been sent some photographs of an inspection trip through the tunnel in April 1961 by Mr Keith Walton. His account is given on page 43.

That is a brief history outlining the rise and fall of the commercial waterway taking the shortest route across the Pennines. A more detailed history with archive pictures can be found in the book 'Pennine Passage' by Michael and Peter Fox, obtainable from our Sales Caravan or by mail order.

In the next Issue of *Pennine Link*, I will pick up the story from closure through the halting of decay to restoration and the future.

Alwyn Ogborn

References

- Hadfield, E.C.R. and Biddle, G.
Canals of North West England (Vol2).
- Fox, M. and Fox, P. *Pennine Passage*.
- Kirklees MC Cultural Services
Huddersfield Narrow Canal Information Pack
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Note: Where the text of historical documents has been reproduced, it has been done so 'as written', following the spelling conventions of the day.

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For every Ton of Dung, Manure, Clay, Sand, and Gravel, or any of them, which shall not pass through any Lock, the Sum of One Half-penny per Mile:

For every Ton of Dung, Manure, Clay, Sand, and Gravel, or any of them, which shall pass through any Lock, the Sum of Three Half-pence per Mile:

For every Ton of Stone, Lime, Coal, and Cannel, or any of them, or of any other Minerals, which shall not pass through any Lock, the Sum of One Penny per Mile:

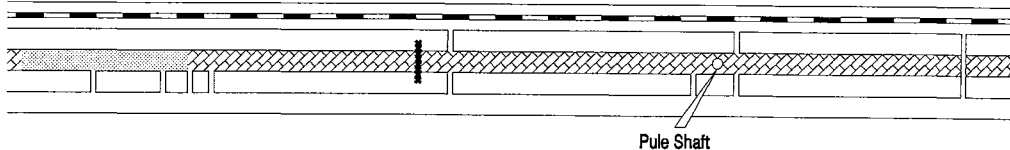
For every Ton of Stone, Lime, Coal, and Cannel, or any of them, or of any other Minerals, which shall pass through any Lock, the Sum of Two Pence per Mile:

For every Ton of Timber, Goods, Wares, Merchandize, and all other Articles, Matters, and Things, not hereinbefore particularized, the Sum of Three Pence per Mile:

And, for every Ton of Stone, Lime, Coal, Cannel, Minerals, Timber, Goods Wares, Merchandize, and all other Articles, Matters, and Things, which shall pass through or along the Tunnel to be made on the Summit Level of the said Huddersfield Canal, or any part thereof, over and above and in Addition to the Rates hereinbefore made payable as aforesaid, the further Sum of One Shilling and Six Pence:

BY ORDER
Of The Committee

STANDEGE TUNNEL



The Report of B. Outram, of Butterley Hall, in the county of Derby, engineer, on the Proposed Canal, from Sir John Ramsden's Canal, at Huddersfield, in the county of York, to join the Canal at Ashton-under-Lyne, in the county of Lancaster.

I have carefully examined the country between Huddersfield and Ashton-under-Lyne, and traced the levels in various directions; and I recommend, as the most eligible for the proposed Canal, a line to commence at Sir John Ramsden's Canal near King's Mills, at Huddersfield, and pursue the valley to Waterside, near Marsden; there to enter the hill, and proceed, by a tunnel three miles in length, under Pule Moss and Brunn Top, to Broadbent's Mill, in Brun Clough, where it will excavate; then pursue the valley, and passing through the hill opposite Scout Mill, by a tunnel 200 yards in length, by Staley Bridge to the Ashton-under-lyne Canal, as described by the plan taken by Mr. Nicholas Brown, the surveyor.

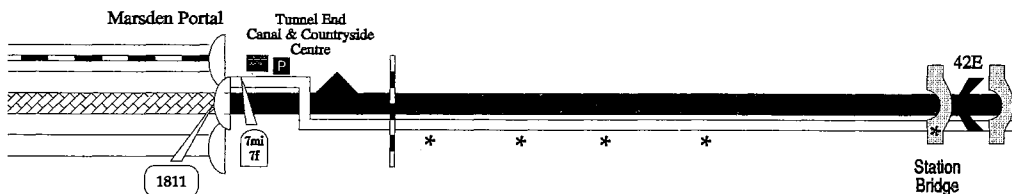
The whole length of the Canal will be nineteen miles and three quarters, which will be shorter than the turnpike road from Huddersfield to Ashton-under-lyne.

The ascent from Huddersfield to the east end of the tunnel at Marsden, will be 436 feet, and the descent from the tunnel to the Ashton-under-lyne Canal, 334 feet and 8 inches.

The line above described is in every respect practicable, and forms the shortest communication yet pointed out between Manchester and the Eastern Navigations; it will pass through a country full of manufactures, which at present are carried on under great disadvantages; from the great difficulty and expence of land carriage; and by the vicinity of the proposed Canal to the rivers, the mills upon them would obtain their articles free from land carriage.

The lockage and tunnel (unavoidable from the nature of the hills which intersect the country) make the expence of obtaining these advantages very considerable.

I estimate the whole expence of the Canal at £164,948; and of the proposed reservoirs at £13,800, making a total of £178,748, exclusive of the expence of obtaining the Act; and in this estimate, the high price of labour and materials are fully considered, and ample allowances made for all incidental expences.



The reservoirs proposed will contain 14900 locks-full of water, and will afford a supply of 100 locks per day, for four months together, exclusive of an ample allowance for the evaporation and absorption of those reservoirs; and this supply, I conceive, will be more than adequate to answer the consumption that would be occasioned by the largest trade that can be expected to be carried on upon this Canal. But I recommend that the reservoirs to be made thus capacious, that there may not be even the shadow of temptation to touch the Mill-Waters in dry seasons; for I conceive it essential to the interest of the Canal, that the property of the mill-owners should not only be protected, but improved as much as possible, as from the increase of their trade must arise a mutual and general benefit; and, fortunately, the country affords ample situations, if five times the extent of these reservoirs were wanted. The situations proposed are in large and deep vallies, where the collected waters frequently produce torrents of flood; and the reservoirs are proposed to be so constructed, as to receive no water from the brooks, but when there is an overflow by floods at all the mills, the intercepting of which will tend to the benefit of the mills and works below.

The hill through which the tunnel is proposed to be made, appears favourable; the strata consist of gritstone and strong shale, and the low ground, in the centre, near Red Brook, will afford an opportunity of opening the works by means of steam engines, so as greatly to facilitate the completion of the tunnel, which, I conceive, may be accomplished in five years.

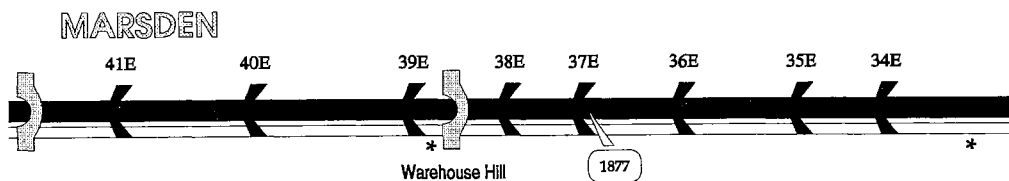
The soil, on other parts of the line, is favourable to the project, and will be subject to little leakage; the embankments and deep cutting are very inconsiderable; and stone for the locks, bridges, and other buildings, will be found very convenient, on most parts of the line.

As I do not think myself competent to form an accurate estimate of the trade to be expected, must refer to those gentlemen, who, from their local situation, are more competent to form an estimate of the very extensive trade of the countries with which the proposed Canal will communicate - the carriage of lime, coals, corn, building-stone, and timber, must be great; and the manufactures of the country will produce an extensive trade in various other merchandize.

BENJAMIN OUTRAM

Huddersfield, 22nd Oct. 1793.

30



OUTRAM'S REPORT & ESTIMATES

An estimate of the Expence of making a navigable Canal from and to communicate with the Canal of Sir John Ramsden Baronet at or near the Town of Huddersfield in the West Riding of the County of York to join and communicate with the Canal Navigation from Manchester to or near Ashton under lyne and Oldham in the County Palatine of Lancaster at a certain Highway in the Town of Ashton under lyne aforesaid near and leading to a Bridge called Dukinfield Bridge.

£,,0,,0

To cutting the Canal from Sir John Ramsden's Canal at the East End of the proposed Tunnel near Marsden 3731 yards at 4s/6d

3089,,9,,0

To extra cutting near Huddersfield Tollgate 1540 cube yards, near Mills Bridge 8910 yards at Ramsden's Mills 900 yards, near Dale Mills 2300 yards at White Lyke 2500 yards, near Waterside 3600 yards - Total 19750 yards at 6d

493,,15,,0

To cutting a new Course for the River at Slaithwaite building a Bridge for the Road over Do removing a Weir and the Feeders of two Mills

456,,0,,0

To altering the Road at long Royd Bridge and fencing the same 300 yards in length at 7s p yard

105,,0,,0

To 436 feet of Lockage at £65 per foot

28340,,0,,0

To building 2 Bridges for Turnpike Roads at £90 each

180,,0,,0

To 8 Bridges for public Roads at £70 each

560,,0,,0

To 14 Bridges for Occupation of Lands at £64 each

896,,0,,0

To an Aqueduct of two 18 feet Arches under the Canal of Longroyd Bridge

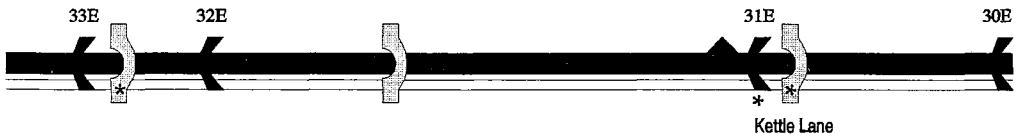
298,,10,,0

To an Aqueduct near Skyer Bottom

260,,0,,0

To an Aqueduct of two Eight feet arches under the Canal at Waterside

152,,10,,0



A Book

Of all the Acts, Proceedings and Transactions

Of the Committee

of

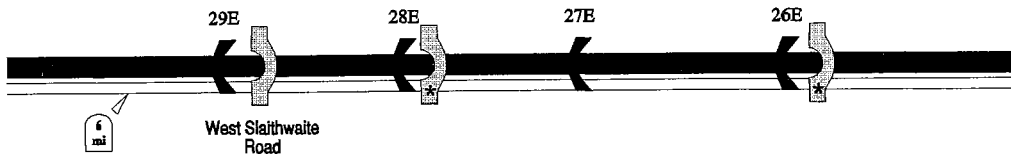
The Huddersfield Canal Company

By virtue

*of and under the Authority of an Act of Parliament
made and passed in the Thirty fourth Year of the Reign
of His Majesty King George the Third*

Intituled

*"An Act for making and maintaining a Navigable
"Canal from and out of the Canal of Sir John Ramsden
"Baronet at or near the Town of Huddersfield in the West
"Riding of the County of York to join and communicate
"with the Canal Navigation from Manchester to or near
"Ashton under lyne and Oldham at or near the Town of
"Ashton under lyne a^d resaid in the County Palatine of
"Lancaster.*



The Huddersfield Canal Company Committee

The Names of the Committee

chosen and elected to manage the Affairs of the Huddersfield Canal Company at the first general Assembly of the said Huddersfield Canal Company held at the George Inn in Huddersfield in the County of York upon the twenty sixth day of June in the Year of our Lord 1794. Viz:

Sir John Ramsden Baronet

William Walker of Cronmest

Reverend John Lowe

John Whitacre

Joseph Atkinson

John Plowes

Thomas Atkinson

John Harrop the Younger of Dobcross

John Buckley of Tunstead

John Radcliffe

James Buckley of Thurston Clough

John Mellor

John Roberts the Younger

Richard Wilson

John Lees of Fairfield

James Mallalieu

John Lees of Oldham

Samuel Swire

Tristram Ridgway

John Taylor

John Brown

An ABSTRACT of the REPORT

OF

MR THOMAS TELFORD, ENGINEER,

RELATIVE TO THE STATE OF THE WORKS ON

The Huddersfield Canal,

FROM AN ACTUAL SURVEY,

In pursuance of a Resolution made at a MEETING of the PROPRIETORS of the said Canal.

AGREEABLY to the instructions of the Committee of the Huddersfield Canal Company, I have carefully inspected that Canal. In order to obtain a thorough knowledge of the state of the works, I have examined most of them twice, and have seen the locks proved as far as could be done by filling and emptying the water as low as the level of the water of the canal; I have not, of course, seen the bottom of the locks, and for the state of these parts, I rely upon the information afforded me by the company's officers and servants.

TUNNEL

As the instructions I have received direct my attention, in the first place, to the tunnel, and as the completion of the other parts of the canal should be made to agree with that of this great work, I shall proceed with discussing what relates to it.

The tunnel is in general forming in favourable measures or strata being alternately layers of a millstone grit, and a black shale; with the exception of some faults, these measures lie with much regularity.

Where the tunnel has been opened, the water has either drained off, or now falls in chiefly near the bottom, by which means the shale is in general becoming dry and firm; and the whole promises to form a perfect tunnel, with only a comparatively small proportion of arching with masonry. At present the heading at the eastern part of the tunnel is carrying on in rock, of a very hard millstone grit, at the western part in hard black shale.

With regard to the general direction and levels, I can only say, that each end appears to be very direct in itself, but how they correspond with each other, can only be ascertained by proving the general line of direction over the mountain, and dialling, and levelling below; for these operations, the season was totally unfit; but I understand that they have been tried and found accurate, by several properly qualified persons.

SLAITHWAITE

22E

21E

20E

Slaithwaite infill

Lees Mill
Lane

TELFORD'S REPORT

I compared the statements and memorandums made by Messrs. Rooth and Booth, with the several parts of the tunnel to which they related, and, admitting the precise measurements to be correct, they were found to agree.

From these circumstances, and considering and reasoning upon the present state of the various pits and machinery connected with the tunnel, I conceive that the following mode is most for the interest of the company to pursue; a change in the strata in the parts yet untried, or unforeseen accidents, may require some variation, but I expect this will be as perfect and expeditious a mode, as can beforehand be pointed out.

TOTAL LENGTH OF THE TUNNEL, 5451 yards

	Finished	300 yards		
East end up to Redbrook Pit	Headed	1645 ,,	2315	
	Unbroke Ground	370 ,,		
At Redbrook Pit	Finished (said to be)	106 ,,		
	Headed	50 ,,	156	5451
	Finished	578 ,,		
West end up to Redbrook Pit	Headed	1658 ,,	2980	
	Unbroke	744 ,,		

The following Calculations are taken from the time my Survey was made, viz. about the middle of December, 1806.

I. Pule Hoyle Pit wants about ten yards of being down. This may be expected to take about ten weeks. The fitting the conductors and head gears, will occupy about two months more.

II. At Pule pit the engine should be repaired, a new engine-house should be built, and machinery put into it, ready to work at the time Pule Hoyle Pit is completed. At the rate which has been stated, this will probably be about the first of May, 1807; after this time it may be expected that no disappointment by frost will take place in working the engines.

III. As soon as the Pule Hoyle Pit can be worked, it will be proper to begin of completing the tunnel, from the termination of that part of the arching at the east end which will stand, to the Pule pit, a distance of 291 yards, by working, which, in two directions, it is expected that twelve yards will be completed weekly; this will occupy 25 weeks, or from the 1st of May to the 22nd of October, 1807.

IV. During the time the tunnel is finishing up to Pule pit, the heading should be carried forward from the present heading on the east, to Redbrook pit, say 370 yards,

35

LINTHWAITE

19E

18E

17E

1884

16E

*

4
mi

Low Westwood
Lane

which, if the present very hard rock continues, can only be done at the rate of three yards per week; this will require 124 weeks, or up to the 5th of May, 1809. N.B. If the rock changes, or if shale comes in, this may be performed sooner; previous to the completion of this heading, a water-engine must be erected at Redbrook pit; water must also be provided to work the machine.

V. Finishing the 605 yards, which require to be arched, at the rate of 8 yards per week, after the 22nd October, 1807, or up to the 1st April, 1809.

VI. Cutting into proper form 170 yards of hard stone, which will stand without arching, at the rate of six yards per week, 28 weeks, or up to the 14th October, 1809.

VII. 142 yards or arching, in shale, with masonry, at the rate of 8 yards per week, 18 weeks nearly, or up to the 17th February 1810.

VIII. 134 yards of bottoming and clearing out, at 15 yards per week, 9 weeks, or up to the 20th of April, 1810.

IX. Between Redbrook and Pule Hoyle Pits, 702 yards remain to be finished, which can only be worked one way, from the 5th of May, 1809, to the 20th of April, 1810, at the rate of six yards per week, or 300 yards; the remaining 402 yards may be worked at two faces, at the rate of 12 yards per week, which may be completed by the 11th of December, 1810.

This compleats the east end up to Redbrook pit.

WEST END

X. The fourth pit in Diggle may be expected to be compleated for drawing earth by the 1st of March, 1807; by this time 80 yards more from the west will be finished, which will make 658 yards.

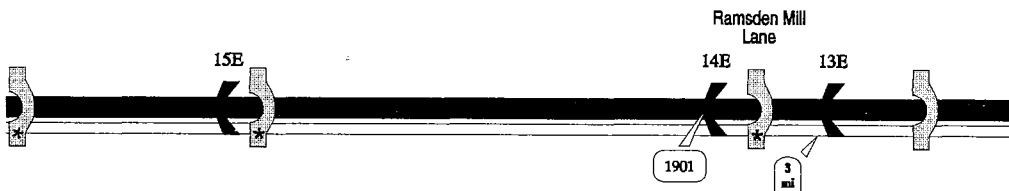
XI. 280 yards, commencing at the termination of the last length, and ending at the fourth pit, at the rate of 8 yards per week, which will occupy up to the 1st of November, 1807.

XII. 564 yards from the fourth pit to Brunclough pit, at the rate of 8 yards per week, from the 1st of November, 1807, to the 9th of March, 1809, being 70 $\frac{1}{2}$ weeks.

XIII. From December, 1806, to the 5th of May, 1809, from the present heading to ground to the eastward may be broke into and finished, at the rate of 4 yards per week, 496 yards in 124 weeks.

XIV. From the 5th of May, 1809, to the 1st of January, 1810, by working both ways, the division up to Redbrook pit may be compleated; 272 yards, at the rate of 8 yards per week.

XV. From Brunclough eastwards, the remaining division of 788 yards, which had formerly been headed, may be worked both ways, from the 1st of January, 1810, and



TELFORD'S REPORT

at the rate of 16 yards per week, it will be completed by the 7th of December, 1810.

In the foregoing calculations, I have considered only as substantially finished, one half of the work stated to be completed at the Redbrook pit.

From this investigation it appears, that there is no reason to expect the tunnel will be completed in December, 1810; I think this may be considered as the extreme limit. For if the measures at the present eastern workings change to shale, and those of the west continue favourable, there may be very considerable saving of time, and some change in the arrangements of the workings, may also be required.

But in order that the work may, in future, be carried on with all the regularity and vigour the circumstances will admit of, it is absolutely necessary that a properly qualified person should constantly superintend the operations. In the progress of the works as here recommended, there is full employment for such a person, and it is of sufficient importance to require also Mr Booth's occasional inspection and advice. A certainty of the correctness, sufficiency, and expedition of the work, far overbalances any expence for proper superintendence. If, therefore, Mr Booth will, for a reasonable compensation, appoint a properly qualified person to be a resident inspector, and himself occasionally visit, and afford general directions, I think it will be for the interest of the Company to make this arrangement.

I have gone carefully and repeatedly through calculations respecting the expence of finishing the tunnel, and am of opinion, that it cannot be taken at less than 45,000*l*.; but this depends upon circumstances which cannot be foreseen, and may be somewhat increased or diminished accordingly.

LOCKS, &c. BETWEEN WOOL-ROAD AND TUNNEL.

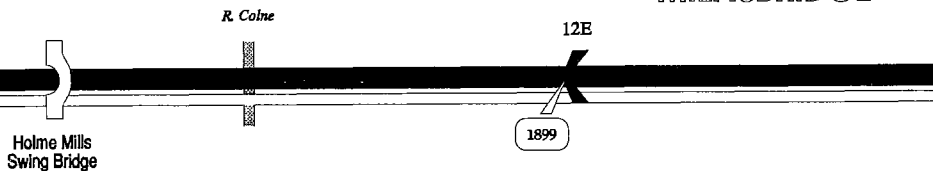
Respecting the locks which remain to be built between Wool-Road and the west end of the tunnel, I have to observe, that the shape and quality of the ground appear both to be favourable, and, I have no doubt, but that very substantial locks may be built there.

Of the eight locks which yet remain to be built, three may be built in 1807, four in 1808, and one in 1809; this will afford time for the work to harden, and be proved previous to the opening of the tunnel.

To complete the canal between Wool-road, and the west end of the tunnel, including the above eight locks, two bridges, two culverts, a small wharf, and towing-path and fencing; the expence will amount to about 15,000*l*.

Having discussed what relates to the tunnel and the locks, which are yet to build, it is necessary to remark, that the execution of all the repairs of the locks, and other works which are connected with the navigation (the particulars of which are detailed in my full report), the estimated expence, amounts to 16,237*l*. 18*s*. should be arranged so as to be completed in the years, 1807, 1808, and 1809.

MILNSBRIDGE



By this means the masonry would have time to harden, and be tried during the winter of 1809, and any defects which then appeared, may be remedied in the course of the summer of 1810, previous to the opening of the tunnel.

In order to ensure the substantial execution of those repairs, and other works, Mr. Rooth would require to have two respectable assistants; one to superintend the works on the west, and the other those on the east side of the tunnel; and persons who have been bred masons, would best answer this purpose.

WATER.

I now come to consider the manner in which the canal, when compleated, is to be supplied with water.

It is now too late to express a regret, that such large sums of narrow dingles of small capacity, and where they are liable to be filled constantly washed down by and mountain streams which fall into the (*..... indicates document damaged*)

It appears only prudent, to be prepared to furnish to the summit level at least, forty locks full per day, for three months, of 28 working days each, and taking each lock at 200 cubic yards, amounts to 672,000 cubic yards, But for evaporation and leakage there should be allowed an equal quantity (of) 672,000 cubic yards (giving a total of) 1,344,000 cubic yards.

To meet this supply, there is provided the Marsden reservoir of about eight acres of surface, and a head of thirty feet.

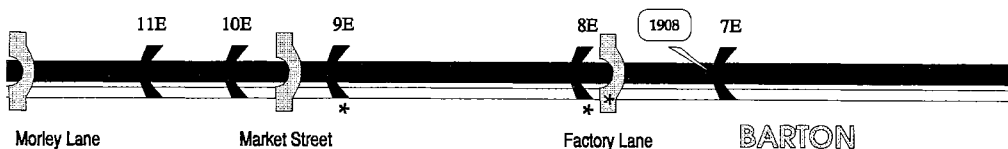
The Diggle reservoir of four acres, and a head of forty-five feet, and a third reservoir now constructing upon Diggle-moss, about ten acres, and fifteen feet in depth.

Considering the shape of the ground upon which these reservoirs are formed, they will only contain about 421,013 cubic yards, leaving 922,987 to be provided.

The most economical manner in which this can be accomplished is, to construct another reservoir upon the hill immediately to the eastward of that now forming upon Diggle-moss, and which would be connected with it.

Although until a regular survey has been made, I cannot speak with certainty; yet as far as can be judged by inspection, it appears that with a head of about 45 feet, a surface of about 50 acres may be acquired, and which would contain about 1,210,000 cubic yards, which, added to the other reservoirs, would give a surplus above the supposed demand of 287,013 cubic yards, or 1,435 lock fulls, being a provision of 35 days, at 40 lock fulls per day. The water from the reservoirs on the top of the mountain, may be conveyed to, and down the pits on either side of it, with great conveniency, and at a moderate expence.

There are also further means of obtaining supplies upon the summit level.



TELFORD'S REPORT

WISSENDEN FEEDER.

This may be obtained, by carrying a feeder from Mr. Horsefall's upper mill, to the east end of the tunnel.

From the tunnel mouth, the feeder should be made navigable as far as the turnpike-road, being a distance of 1288 yards. From thence to the point in the brook, where the weir must be made, a distance of 785 yards; the feeder may be made of a size to conduct the water.

This brook being fully equal to that which supplies Marsden reservoir, the supplies to be derived from it would be very considerable, but the expence attending it would be at least 3,000*l*.

Near to Delph, at a place called Bakestone Pits, with a very short head, a reservoir of upwards of 100 acres may be formed. By cutting drains along the sides of the upper parts of the adjacent mountains, a considerable extent of country might be brought to discharge water into this valley, and a navigable feeder from it would extend the summit level, which at present is very short.

But the expence of repairing and securing this reservoir at Slaighwaite, will yet cost above 2000*l*. When compleated, it will be useful in regulating the supplies of the canal below that place, and prevent necessity of drawings so much water down from the upper part.

A small reservoir of about three acres, may, if necessary, be constructed in a very convenient and secure situation, on the west side of the lock No. 33, in the old river course, and upon land of small value; but to this there should be a feeder from the river, which must pass under the canal. The weir, feeder and reservoir would cost about 1,260*l*.

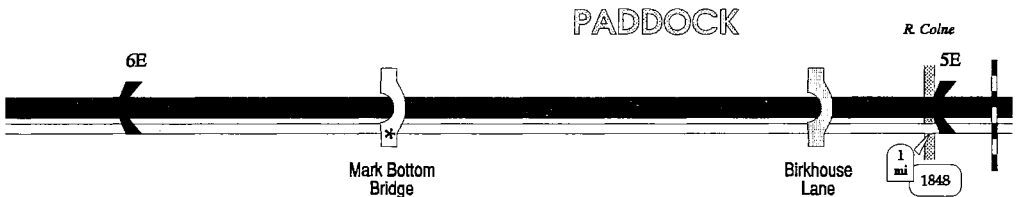
I have now gone through all the works belonging to this canal, according to the tenor of my instructions, so that any person may, by following the details in my report at large, upon the spot, satisfy himself as to the accuracy of these statements.

THOMAS TELFORD.
24th January, 1807.

ABSTRACT OF THE EXPENCE.

Tunnel	45,000 0 0
Between Wool Road and West end of Tunnel, with Locks Bridges, &c	15,000 0 0
Repairing Locks, &c	16,237 18 3
Wissenden Feeder..	3,000 0 0
<i>(Document damaged)</i> Reservoir	2,000 0 0
<i>(Document damaged)</i> Lock No. 33.	1,260 0 0
	<hr/>
	82,497 18 3

39



Robert Aickman took the last pleasure boat through the Huddersfield Narrow Canal and the famous Standedge Tunnel.

'Happiness comes from energy; energy from happiness.' - CLIFFORD BAX.

In the late Summer of 1948, Tom Rolt, James Sutherland, Jane Howard, and I, with others undertook a six weeks' voyage through the waterways of the north; some of the number able to participate only in shifts. We used a hired craft, which, for all the engineering talent aboard, caused us continuous trouble, it what was then the usual way; and we were the last private party to pass through the Huddersfield Narrow Canal.

It was a remarkable voyage, the like of which no one will see again.

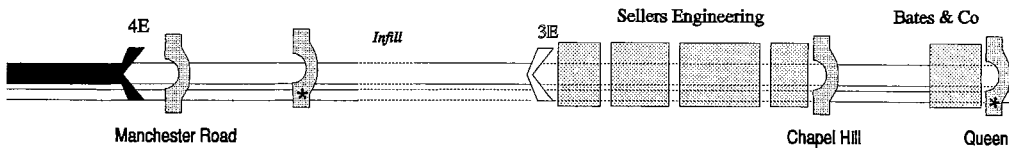
The Huddersfield Narrow Canal crossed the Peninnes, ascending by many locks to the highest waterway summit level in Great Britain, where it passed through Great Britain's longest canal tunnel. The canal had been abandoned, with many others by the LMS Railway Company in their mass abandonment Act of 1944. In the cases of the famous Welsh Section to Llangollen and Llantysilio and of the Huddersfield Narrow Canal, the company had categorically retained the right to admit pleasure craft at its discretion. Only commercial craft were to be excluded absolutely. On the Welsh Section, widely regarded as the most beautiful navigation in England and Wales, pleasure traffic had never entirely ceased; but when it came to the Huddersfield Narrow, with its various navigational fatigues and less fashionable region of land, my letter of application for pleasure-craft transit was the first to be received. None the less, consent was forthcoming at once. We

were told by the Docks and Inland Waterways Executive that the canal was in poor condition, but that a gang would await us at the entrance lock, in order to help us with the passage.

We navigated up the Macclesfield Canal, down the Peak Forest Canal, and, rightwards along the Ashton Canal, through Ashton-under-Lyne, the half mile to the start of the Huddersfield Narrow. None of these waterways were at that date exactly alive with traffic (though the Macclesfield and the Peak Forest are two more that are among the most beautiful in the world); and all the time we had trouble with our engine. "Nice boat that," said a small boy on the towpath as James Sutherland struggled with the ever-static engine at the eastern end of Marple Aqueduct. "Up to a point," replied James, "Up to a point."

A Hazardous Course Along the Ashton

Moreover, the weather was of the kind to be expected in the region of Manchester. The short stretch of the Ashton Canal proved to be especially alarming. All the other canals we had navigated on the trip had been in desperate need of dredging ("Was the Huddersfield Narrow also the Huddersfield Shallow?" anxiously enquired James Sutherland). The Ashton Canal proved to be very deep (for a British canal); to be peculiarly black; and to be strewn beneath the surface with bulky cast-outs from the cotton mills; all, of course, totally invisible and undetectable in the opaque water. We were already very much behind schedule when we entered the canal, and the much deeper water caused us at first to put on a spurt, especially as it was a Saturday morning. After we had struck our first submerged boiler, and been lucky to find ourselves still afloat, we were compelled to navigate as through a minefield. At the same time, rain began to fall; much more thoroughly



than on previous days.

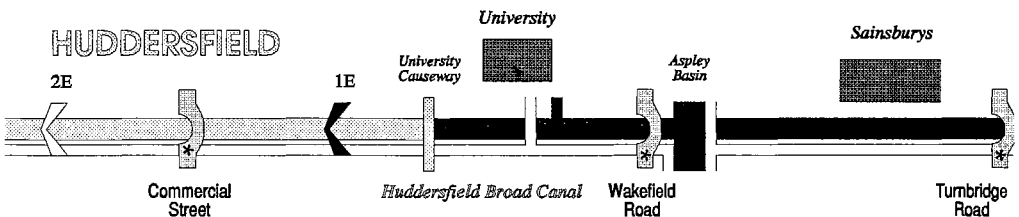
All things considered, it was surprising that we were only an hour or so behind our promised time of arrival. None the less, we were too late. Not only was there no sign of the promised 'gang', but the entrance gates to the bottom lock of the Huddersfield Narrow had been padlocked. It seemed impossible to moor on that part of the Ashton Canal, which was entirely industrial. As later events proved, this was an error on our parts, but at the time we felt compelled to go back on our tracks to some more rural spot on the Peak Forest, which we had already that day found difficult in the extreme to navigate, owing to the shallowness and bad maintenance. What was more, the next day was Sunday; and the rain was falling more and more heavily. As we turned the boat to face the Ashton minefield and the Peak Forest shallows a second time, a minor miracle occurred. A small red door giving straight on to the waterway from the middle of a long brick wall along the water's edge on the side opposite to the towpath, opened, and an elderly figure beckoned to us through the rain. "You can stop here if you want." It was the back entry to John Knott's cotton mill, and this was the night, or weekend, watchman. He could not have been kinder or more helpful to us, and on the Sunday morning arranged for us to be shown over the mill, a fascinating and instructive experience which has enabled me to pass among Londoners as an authority on the cotton industry ever since, and to deplore its decline with quite special sincerity. On the Sunday afternoon we all went to Manchester by train for a boat-sized Lancashire meal and a look at the architecture of the railway stations (mostly gone now). The rain never stopped.

Into the Huddersfield Narrow Canal

On the Monday morning, after exchange of

tokens with our rescuer, the watchman (I still have the oval spool of cotton he gave me), we set forth once more, with caution, for the Huddersfield Narrow. The bottom gates stood open, and, in the heavy rain, we found the promised gang, twelve or fifteen of them, seated within a large tarpaulin structure by the lock side, and frying up. They looked like a landing party from a pirate schooner. We all seemed very willowy by comparison, as well as much wetter. They did not greet our arrival with enthusiasm from any point of view. To start with, they emphasised that they had been there since Saturday morning, whereas it was now Monday. To continue, they remarked that we would never get up there.

This is the usual form of words from the staff of navigations, and, indeed, from waterside dwellers at large, often pronouncing from the bottoms of their gardens. The voyager to slightly remote places hears them so often that they begin to shade in his picture of general human nature: here is taboo. Those strong enough or wild enough to overrule taboo, will seldom find any outstanding difficulty in proceeding whither they planned to proceed; though here the Huddersfield Narrow Canal presented a certain exception: it had become a case for what is known as 'canal busting'. Moreover, at the junction, that wet and overcast afternoon, there were other factors. Proceeding down the canal to Stratford, which, ten years before the great restoration, was even more a case for canal busting, Arthur Goodland, in his boat *Quest*, was addressed by a professional lock-keeper: "If there are any more --- boats down here, I shall pack the --- job in." The lock-keeper had not seen a boat for the past ten years or so, and on the Huddersfield Narrow it had probably been even longer. Earlier on our voyage, when trying to reach the Peak Forest



Canal terminus in the other direction at Bugsworth (later refined into Buxworth), we ourselves had been admonished by officialdom: "You'll never get down there. I'm the Inspector and I know." We noticed that every morning the maintenance boat, with its complement of brewers-up, made a maintenance trip along the rather arbitrary length of waterway that remained easily navigable (from Marple to New Mills), and never attempted to proceed further. These attitudes, however much a part of human nature, are a product also of defeatism and inertia at higher levels. It is at least equally common to encounter waterway staffs who deplore and

execrate the weak policy in which they are entangled. None the less, at Ashton we were upsetting routine in a fundamental way; jeopardizing secure employment. Herein lies one of the many absurdities (if that word is chosen) of abandonment: most aspects of maintenance have to continue; all that ceases are use, beauty and revenue. If maintenance did not have to continue, if the canal could just be wished away by Private Bill, abandonment would (oddly enough) be far less popular, because it would mean immediate unemployment.

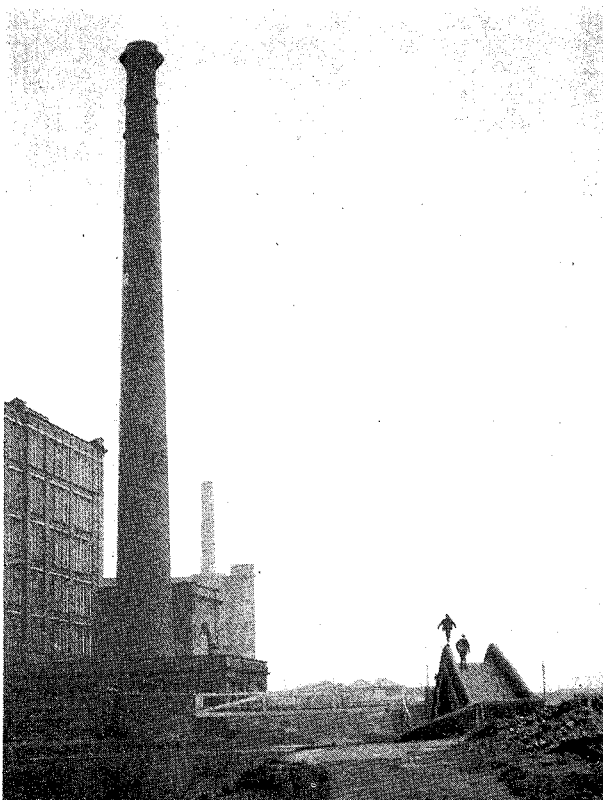
Negotiations with the gang were further impeded by language difficulties; but, in the end, they emerged from their tent en masse and took thorough charge of us. The boat passed through the first lock (bottom of thirty-two) without anything worse than bashing; but before we knew where we were, we found that a thick rope had been attached to our prow, and that most of the gang were hauling on it, indicating to us from the banks that the "pounds were low".

We passed through a second and third lock without particular incident, but in the pound that followed, became grimly aware that the boat was grinding and jolting seriously along the bottom of the waterway. Shouts towards the heaving shapes on the sopping and slithery towpath were of no avail.

Our Boat Damaged, We are Left Alone.

As the boat rose in the fourth lock, James Sutherland's wife, Anthea happened to go below. She found that the cabin floor was deep in water. We had been holed while being dragged through the previous lumpy ground.

To be continued



The towering chimney of Tudor Mill (now demolished) at the junction of the Ashton and the Peak Forest Canals, Ashton-u-Lyne.

A Railway enthusiast's view of Tunnels by 5655

In the days when trains were mostly hauled by steam engines, an opportunity arose for a number of people to penetrate under Standedge Moor. At the time, BW still kept a full length maintenance boat for the tunnel and regularly sailed through to inspect it. One year, some Railway and Canal Historical Society members were among those allowed a passage.

prodigious amount of water coming down one shaft in particular and the smoke drifting in from passing trains. Every fifty yards or so there were numbered boards fastened to the roof ("don't poke them off, please") and there were the wifes, the adits and the railway access 'bridges'.

In 1961, BW conducted two parties through on one day, Southbound in the morning and back in the afternoon. This time a camera was to hand and the party entering recorded (in case they didn't come out?) and the events at Diggle were also photographed. On the way back, some flash cubes were used to produce images (mostly of the rear of the boat's headlight) which faintly showed the roof rock and brick structures and one of the adits. Again the air was somewhat murky and the ends were not visible from much over 400 yards in.

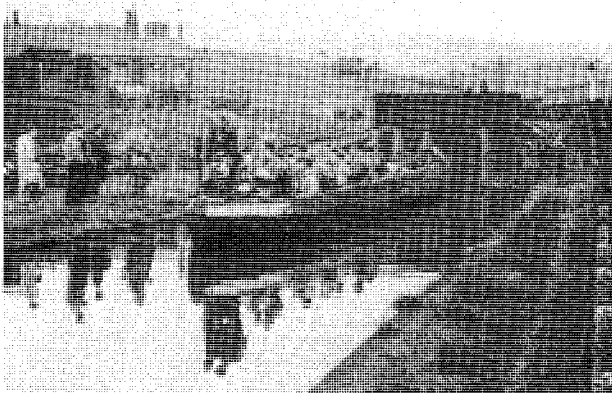
Even in those days the walls in places were encrusted with calcareous deposits and soot abounded everywhere. This journey was undertaken in the same boat with a petrol engined pump at the back throwing a jet of water rearwards to give propulsion (and add to the smell!) so all the passengers were able to stand and stare, as progress was slower than by pushing, we all had a better view.

Keith Walton

IN ... The inspection party enters Standedge at Marsden

My part in the event consisted of an early train from Bradford to Huddersfield, a walk along the towpath of a fairly tidy weed-free canal whose bottom gates were then mostly on the lock sides and whose top gates had been replaced by weirs. The boat was waiting at Tunnel End and when all were aboard some were presented with wooden poles. Once inside and the gates locked behind us, the idea was for three or four at a time to stick one end of a pole in cracks in the brickwork or rock surface and then to walk from one end of the boat to the other. As each reached the end they returned to the start and had another go or passed the stick to someone else.

Not knowing what to expect, no camera was taken and thus I have no record other than memories of the



... AND OUT The party emerge at Diggle. Photos: R. Walton

WEST SIDE

Weekend July 8-10th	Tameside Canals Festival, Portland Basin, Ashton-u-Lyne
Wed., July 13th	General Meeting
Wed., August 10th	'Out & About', venue and timing to be discussed at General Meeting
Wed., September 14th	General Meeting

EAST SIDE

Venue for the East Side meetings is under review;
members are welcome to attend West Side events.

N.B. All meetings commence at 8.00pm, unless otherwise stated
East Side meetings: Venue and events under review
West Side meetings take place at the Tollemache Arms, Mossley

BACK NUMBERS

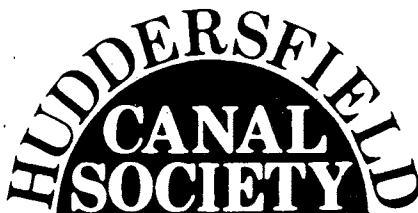
THE FOLLOWING BACK NUMBERS ARE AVAILABLE FREE FROM:

John Maynard, 29 Thick Hollins Drive, Meltham, Yorkshire

Please send an A5 size stamped, addressed envelope (29p)

22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39
41, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59
60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79
80, 81/82, 83, 84, 85, 86, 87, 88, 89, 90, 92, 93, 94, 95, 96, 97, 98, 99
101, 102, 103, 104, 105, 106, 107, 108

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The logo for the Huddersfield Canal Society. It features the word 'HUDDERSFIELD' in a large, bold, serif font, arched over a dark semi-circle. Inside the semi-circle, the words 'CANAL' and 'SOCIETY' are stacked vertically in a smaller, bold, serif font.