

Pennine Link

Magazine of the Huddersfield Canal Society

**BICENTENARY
SOUVENIR ISSUE**



28th June 1810

The Names of the Committee chosen and elected to manage the affairs of the Huddersfield Canal Company at the General Assembly of the said Huddersfield Canal Company held at the George Inn in Huddersfield in the County of York on the twenty eighth day of June one thousand eight hundred and ten.

*Mr Thomas Allen **

Mr Joseph Green Armitage

*Mr Thomas Atkinson **

*Mr William Glegg **

Mr John Crowder

*Mr Robert Firth **

*Mr John Grimshaw **

*Mr John Harrop **

Mr Joseph Harrop

*Mr John Hirst **

Mr Thomas Kolroyd

*Mr Henry Lees **

*Mr James Lees (Clarksfield) **

*Mr John Radcliffe **

Mr John Rawson

Mr Atherton Rawsthorne

Mr William Rooth (Wakefield)

*Mr John Taylor (Ashton under Lyne) **

Mr John Taylor (Manchester)

Mr Joseph Walker (Lascells Hall)

and

Mr John Whitaker

Any five of whom are empowered to act.

The Huddersfield Canal Company Committee in post when Standedge Tunnel was officially opened, 4th April 1811. Those marked with an asterisk were named among the Proprietors of the original 1794 Act.

Cover: One of the oldest photographs of the Canal dating from the 1880s. The view shows the former Canal Company's warehouse at Wool Road complete with canal arm and towpath bridge. The building with the overhanging roof to the left of the canal is now the Society's office. Although known as the Transshipment Warehouse, it is believed it was a loading bay for the nearby Stonebottom Mill rather than for transshipping goods while Standedge Tunnel was constructed.

Photo courtesy of Peter Fox, Saddleworth Museum Archives

Photo Opposite: John Lower

Pennine Link

Celebrating 200 years

since the Huddersfield Narrow Canal
opened to through navigation from
Ashton-u-Lyne to Huddersfield

This Souvenir Edition takes a trip through the present day Canal highlighting points of interest and relating them to the issues challenging the master canal builders of 200 years ago.

It is fascinating to wonder what the 1811 Huddersfield Canal Company Committee would make of the Canal today on the occasion of this Bicentenary. Expansion of the rail network, bulk transport of goods by road transport and the leisure use of the Canal would certainly surprise them.

Although years of maintenance and restoration have altered the Canal in some sections, fundamentally little has changed over the two centuries and the much of the Canal would still be familiar to the Committee.

The Canal has had four ages: birth, operation, decline and restoration. Its restoration was probably as great a feat as its birth and its renaissance has been a major factor in the regeneration of the communities on both sides of the Hill.

We ask "has it been worth it?"

Cost estimates bear this out. The 17 year construction project would have cost around nearly £40 million in today's terms. The 20 year restoration project is estimated to have cost £45 million! We wonder how these efforts will be viewed in another 200 years time.

This souvenir edition celebrates many interesting features of the Canal. For those readers who wish to know more about the fascinating heritage of the locality we commend a number of printed publications and the DVD listed in this issue.

Venture out on the Canal yourself to view its remarkable sights and enjoy the celebratory events during this Bicentenary Year.

Huddersfield Canal Society

ANNO TRICESIMO QUARTO

Georgii III. Regis.

C A P. LIII.

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* aforesaid, in the County Palatine of *Lancaster*.

[4th April 1794.]



HEREAS the making and maintaining of a Canal for the Navigation of Boats, Barges, and other Vessels, from and out of the Canal of Sir John Ramsden Baronet, at a certain Place between the *King's Mill* and 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*, in the County Palatine of *Chester*, will be of great publick Utility, will open a useful, short, and easy Communication between the Towns of *Man-*

9 F 2

7

Chester

The Act of Parliament authorising the construction of the Huddersfield Canal gained assent on Friday, 4th April 1794 and it seemed auspicious to have the official opening of the completed Standedge Tunnel on the 4th April 1811.

According to GW Tomlinson's account of the history of the Huddersfield Narrow Canal*, John Rooth wrote to Committee member Robert Firth in

February 1817 recalling the first transit of the Tunnel took place on the 10th December 1810. No doubt a trial run!

Formally, at the June 1811 General Annual Meeting of Proprietors, John Rooth reported the Tunnel had been finished and the Canal fully navigable, as of the 26th March 1811.

* Note book 'Q' (dated 1874/75) Kirklees Archive - KC174/1/14

The grand Tunnel on the Huddersfield Canal, we are happy to learn, is completed, from its commencement at Huddersfield to its termination at Ashton under-Lyne, and is entirely ready for navigation.—On the 4th inst. the Committee and many of the Proprietors assembled at the end of the Tunnel on the Lancashire side of the Hill, where they were joined by a great number of Gentlemen interested in the undertaking. Here the whole party, about 500, embarked in yachts, attended by a band of music playing Rule Britannia, and entered the Tunnel loudly cheered by at least 10,000 spectators, several vessels laden with manufactured goods pulling through the Tunnel at the same time.—The Committee inspected the work of the Tunnel, &c. with which they were highly satisfied, and in one hour and forty minutes they passed under the Hill and arrived at Mariden, where they were again greeted by another large body of spectators. From Mariden the party proceeded to the George Inn, in Huddersfield, where they sat down to an excellent dinner, Thomas Atkinson, Esq. in the Chair, and the remainder of the day was spent in the greatest conviviality.—This Tunnel was projected and begun in the year 1794, by the late Mr. B. Outram, and has since been ably finished by Mr. Booth and Mr. John Rooth. It has cost one hundred and thirty thousand pounds, is 5420 yards long, seven and a half feet depth of water, and seven and a half feet head way, from the surface of the water. At the bottom of two of the pits it is made wide enough for boats to pass each other, or to unload lime or coal for the improvement of the high lands in the neighbourhood; and from the top of the pits those articles may be conveyed for many miles upon one level, principally over commons intended to be cultivated.—The completion of this Canal is most important to the Public, as it opens the most expeditious navigable communication between the East and West Seas, the rivers Mersey and Humber, the counties of York and Lancaster. Merchandise, corn, &c. may now be conveyed with more regularity and dispatch between Liverpool, Hull, and the manufacturing towns of Lancashire and Yorkshire; and lime of the first quality will be received for the improvement of extensive districts of uncultivated land, since by the union of this Canal with the Peak Forest, the lime of Derbyshire will be brought into hitherto almost unproductive tracts.

A contemporary account, from the Derby Mercury (17th April 1811), of the Tunnel's official opening which

may be subject to a certain journalistic licence in estimating spectator numbers for a working Thursday!

West Side Tunnels

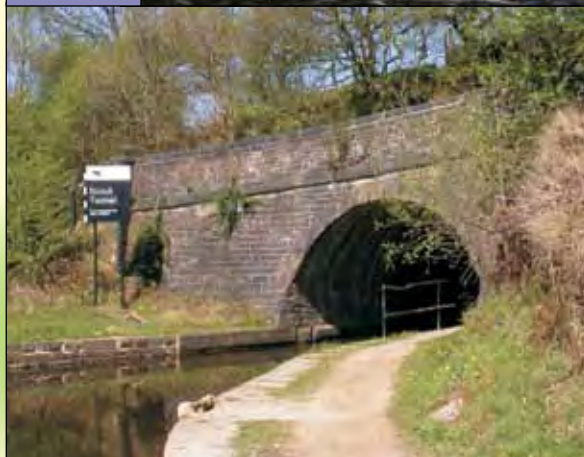
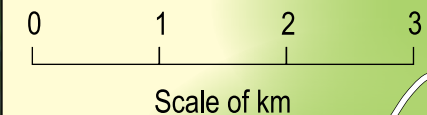


The Proprietors of the Canal Company engaged canal engineer Robert Whitworth (Snr.) to view the Line of the Canal in August 1797, and he reported: *"Beginning at the Ashton-End of the Line; one of the Objections happens to be at the first setting out, which is, making a Tunnel (Whitelands) through Sand-Hill, instead of carrying it round the Point of the Hill."* He felt the objection ill-founded and though the tunnel was *"badly executed"*, the alternative route would have destroyed a *"very good House"* and been difficult to navigate.

The locality, Sand-Hill, suggests poor geology and the Committee had to open out both ends of the tunnel in 1824 to secure the navigation.

The remaining section of tunnel continued to be unstable and the London & North Western Railway Company, having acquired the Canal by merger, opened it out completely in 1856; employing excavator and contractor, George Hawker, to do the work. During the excavations, a damaged telescope was unearthed and handed over to the local constabulary!

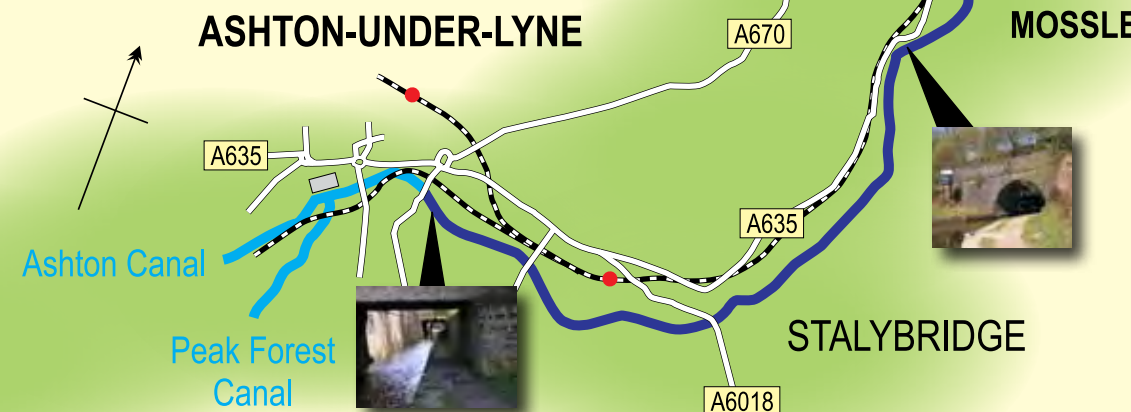
Though opened out, Whitelands (left) still has the 'feel' of a tunnel when walking the towpath.



By contrast, Scout Tunnel (left) near Mossley, was cut through sturdy gritstones and shales. It has been described as a 'mini Standedge' and the centre section is unlined, exposing the natural rock.

There is the advantage of a towpath, so you can examine this tunnel, originally completed in 1798, at first hand.

A bit wet underfoot and mind your head!



Contrasting Aqueducts



Sadly, Benjamin Outram, the engineer appointed by the Company to plan and consult on the construction of the Canal, did not live to see its completion, dying in 1805. However, the aqueduct over the river Tame in Stalybridge (left) is certainly a fitting tribute to him. Indeed, the Committee would be astonished to see his cast iron aqueduct, albeit braced and linked to the towpath, still being navigated to this day. Unfortunately, they may be less impressed by its industrial surroundings.

The original, stone-built, four arch aqueduct was swept away in the floods of August 1799 and the Committee resolved its replacement *"be made of one Arch and of cast Iron as recommended by Mr Outram."* Outram was a Managing Partner at the Butterley Iron Works, Derbyshire, and it is very likely the aqueduct components were cast at that foundry.

It is currently the oldest navigable cast iron aqueduct on the waterway system. Incidentally, the name "Stakes" refers to the historic location of the aqueduct in Stalybridge.



In contrast to Stakes Aqueduct, the twin arch, stone built, Royal George Aqueduct over the river Tame in Mossley (left), stands substantially unaltered since its construction in 1797-8.

Some 35 years ago, the Saddleworth Historical Society recorded a 1797 datestone with a mason mark in one of the arches. Maybe this was cut as a result of Robert Whitworth's inspection that August when he reported: *"The Aqueduct ... is got up to the Springers; the Centres are set up, and a large Quantity of Stone ready dressed, and the Workmen begun to set the Arch."* A romantic notion perhaps?



Milestones



The distance shown on the stones is calculated from the start of the Narrow Canal at Lock 1E, Huddersfield.

Some milestones are missing and the 16mi at Scout Green near Mossley, although recorded in the early 1990s, is proving elusive amongst the undergrowth!

The dated, 1mi milestone at Paddock Aqueduct, Longroyd Bridge, Huddersfield.

The original Act determined the rates of tonnage per mile for various articles passing on the Canal and specified “... in order to better ascertain such Distances, the said Huddersfield Canal Company shall cause the said Huddersfield Canal to be measured, and Stones or Posts with proper Inscriptions, to be erected and forever after maintained on the Sides of the said Canal, at the Distance of One Mile from each other, ...”

It seems rather curious, as tonnages were the major source of income, that the Committee only resolved “... that the Canal be measured and stones set up according to the directions of the Act of Parliament” at their 11th May 1837 meeting, some 26 years after the Canal fully opened.

Furthermore, the 1 mile stone at Paddock Aqueduct, Huddersfield, is clearly dated 1848 when the Canal was under the ownership of the London & North Western Railway Company.

Evidently, the Canal Company had an alternative arrangement, possibly wooden posts, for assessing distances for tonnages prior to their 1837 Resolution.



Swing Bridges



When Benjamin Outram proposed the route of the Huddersfield Narrow Canal based on Nicholas Brown's survey, it was inevitable the Canal would cut across many highways and access roads. The cheapest solution was to build wooden swing or 'swivel' bridges to accommodate the routes.

However, the economy proved a short-term saving. At a meeting on the 27th September 1804 the Committee *"Resolved that Mr John Rooth do erect a Stone Bridge over the Canal at Brownhill in Saddleworth where there is now a Swivel Bridge which is much out of Repair."* They made a general resolution at the same meeting to replace with stone bridges *"in all cases where the Swivel Bridges over the Canal will require expensive Repairs ..."*

The original swing bridge at Grove Road, Millbrook was constructed in the Autumn of 1796 and today, the remains of a bearing plate may be seen from the road bridge.

The last swing bridge to be used in recent times was at Holme Mill, Golcar. Replaced by a stone road bridge during the final phase of restoration, its steelwork and wooden joists 'lie in state' on Standedge Moor near Redbrook Reservoir (left).



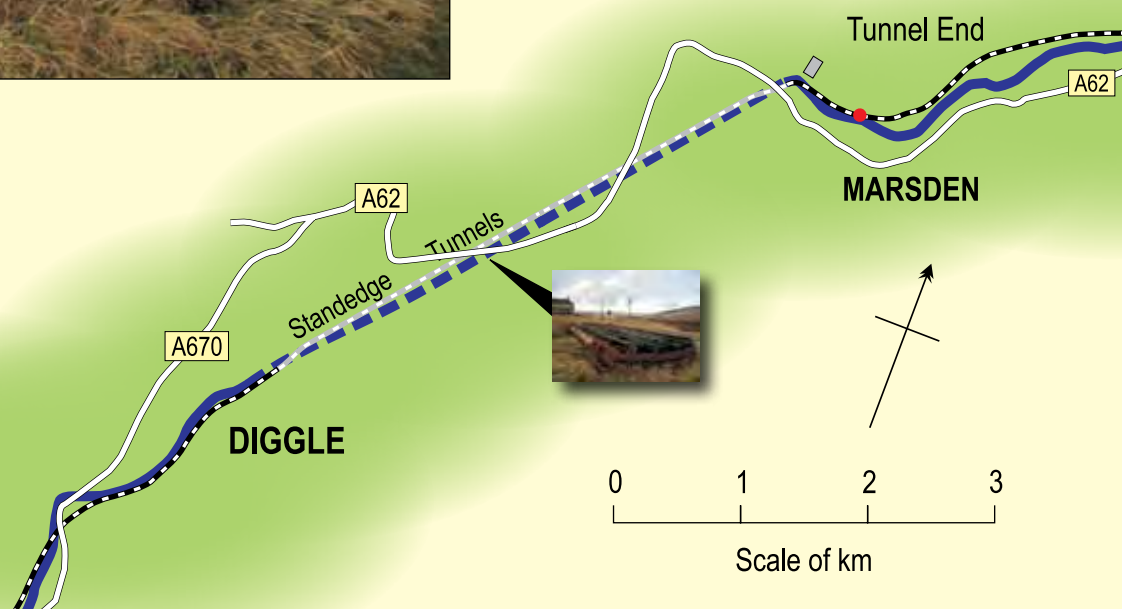
The remains of a bearing plate for the former swing bridge at Grove Road, Millbrook.



Holme Mill swing bridge, Golcar, in 1998. The upper, fixed deck was added in the 1920s.

Alan Steptoe

UPPERMILL



Diggle Flight



The Committee were anxious to bring trade, and hence income from tolls, on to the Canal as soon as possible and had established a navigation from Ashton to Wool Road, Dobcross and from Huddersfield to Marsden by 1799.

The Company's warehouse and wharf at Marsden were situated above Lock 39E and the remaining three locks to the summit pound were constructed well in advance of the Tunnel's completion.

From Wool Road, nine locks were required to reach the summit level. The Committee, perhaps optimistic about Tunnel progress, directed the canal Superintendant, John Rooth, to construct the first Lock (24W) and cut the pound from the West end of the Tunnel to the site of the highest Lock (32W) in the Spring of 1802. In the event, Lock 24W was only completed in 1806.

The rest of the Diggle Flight (Locks 25W to 32W) was constructed under the direction of the noted canal engineer Thomas Telford and the design adopted is unusual. There are twin sets of inclined paddle gear and the single head and tail gates pivot or 'hang' on the off-side, resulting in the balance beams projecting not over the towpath, but the other side (*below left*).

It is believed the design enabled a speedy ascent of the Flight by horse-drawn narrowboats.



Railway Tunnels, Diggle



Though the Canal tunnel entrance at Marsden would be familiar to them, the Committee, assembling now on Station Road, Diggle, would see how the railways have completely obscured their original portal.

The Canal had already been re-aligned to the West when the first, single track railway tunnel, executed by the London & North Western Railway Company's engineer, Thomas Nicholson, was constructed between 1846-49. The second, single track tunnel (1868-71) did not affect the Canal alignment; the tunnel being further to the East.

Adjoining to the present entrance, the 1893 datestone shows the extension to the Canal tunnel was built to accommodate the alignment of the double track railway; the third railway tunnel through Standedge.

One wonders if the Committee would approve of the landscaping and modern gates at Diggle? Certainly the plaque commemorating Thomas Telford's contribution to the completion of the project would meet with their approval ... and Thomas himself ... ?



Tunnel portal at Diggle today.



The Newcomen Society's plaque honoring Thomas Telford



Redbrook Engine House



At the Committee's second formal meeting on the 11th July 1794, they resolved to purchase land near Redbrook "... on which to erect Cottages and other necessary Buildings for workmen and for Gardens and Homesteads ..." Portacabins of the day!

The construction of Standedge Tunnel not only involved tunnelling from either end, but the sinking of shafts to tunnel level to give more working faces and maintain an alignment.

Whilst sinking the shafts, volumes of groundwater were often encountered and at the Engine Pit, Redbrook, Messrs Smith of Chesterfield installed a substantial steam engine and system of cast iron pipes, known as a 'Pump Tree', to tackle the problem.

However, such engines were costly to run; even the modest engine at Diggle 6th pit cost £11/11/- (some £700 today) in coals every week, and the Company was quick to dispose of the engines once their work was done, often selling to factories 'upgrading' from their waterwheel power.

The Engine House at Redbrook stands today, though roof-less, and inside are two shafts, the Engine Pit and a parallel bye pit sunk as a ventilation shaft for the works below.

The surrounding spoil heaps are mostly waste from the excavation of the later railway tunnels; projects greatly assisted by the Canal tunnel and shafts acting as a very convenient disposal route.

The Water Engine

Once a shaft had reached the required level and tunnel excavation begun, spoil was lifted up the shaft for disposal by an economical and novel method.

A relatively shallow balance pit was excavated near the main shaft with an adit at its base leading to nearby drainage. A spoil bucket was linked, via a geared pulley system, to a water bucket at the balance pit, fed from a cistern.

As the water-filled bucket descended the balance pit, it would lift the spoil bucket up the shaft for emptying; the pulley gearing

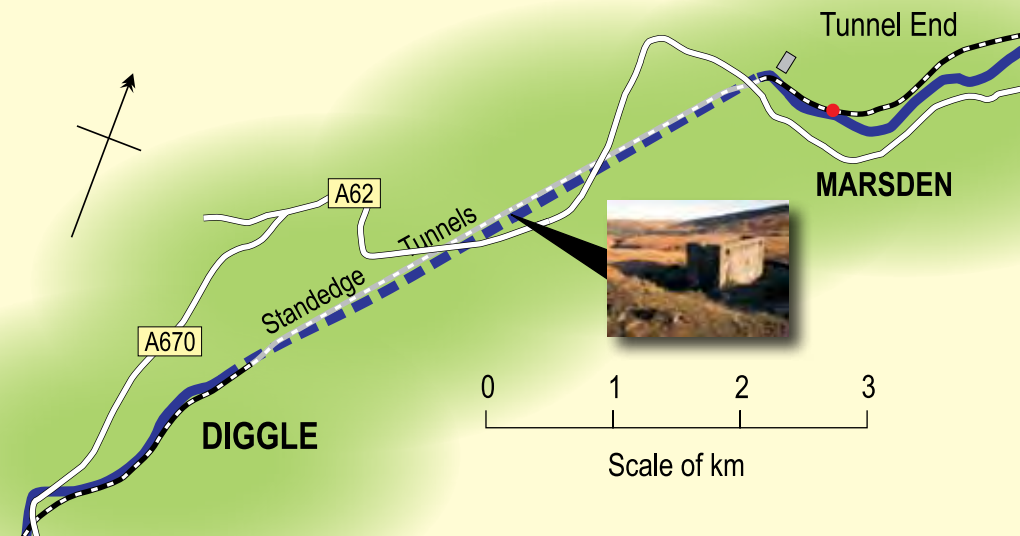
adjusted according to the depth of the main shaft.

When the water bucket reached the bottom of the balance pit, the impact released a bottom valve and the water discharged along the adit.

The spoil bucket could then be sent back down the shaft for re-loading thereby lifting the empty water bucket to the top of the balance pit for re-filling.

Black Moss (formerly Diggle Moss) reservoir was constructed to supply the Water Engine cisterns at the Brun Clough, Redbrook and Pule shafts.

After Schofield, R (1981)



Standedge Tunnel



Standedge Tunnel is the Narrow Canal's most famous feature and the focus of this Bicentenary Year.

Its protracted construction meant some 12 years of transshipping goods between Wool Road, Dobcross and Marsden, and vice versa, by pack-horse, over Standedge Moor. Possibly the earliest offer of such a service, at 6/6d (33p) a ton, was proposed by William Davenport at the 21st February 1799 Committee meeting, coincidentally held at the *"House of Mr William Davenport known by the sign of the Red Lion in Marsden ..."* The Committee accepted his proposal, and in November 1800 asked Benjamin Outram to inform them of *"... the best line and mode of making a Railway over the Hill in order to convey Goods between Marsden and the west end of the Tunnel ..."* Not a railway in the modern sense, of course, but a wooden waggonway along which a horse could pull a cart with relative ease.

A delegation from the Committee viewed the operation of other canal tunnels in March 1805 and following their report, it was resolved *"... that a Towing path through Standedge Tunnel is very desirable and recommend the same to the Proprietors at their next General Meeting"* The Proprietors rejected the idea *"by a great majority"* and the use of professional 'leggers' is well known.

However, as early as June 1816, the Committee directed John Rooth to enquire about building a Steam Boat to take the other boats through the Tunnel. Various trials and modifications appear to culminate in a *"... Steam Boat upon Mr Raistrick's Chain principle ..."* which, in February 1823, was directed to be put into immediate effect.

It seems the system was relatively short-lived and by November 1834 the Committee were considering whether admitting water at one end of the Tunnel at the same time boats were passing would create a current, no doubt to assist the traditional mode of propulsion, legging.

Though the sight of a horseboat would make the Committee feel 'at home', what would they think of today's horse-less and steam-less pleasure craft being chaperoned through the Tunnel?



Ove Arup & Partners

Inside Standedge Tunnel where one of the construction shafts meets canal level. The shaft is brick-lined and its base structure is supported by several large section beams.

It now acts as a ventilation shaft keeping a good circulation of air within the Tunnel.

(Note: The photographs were taken during a condition survey in 1989 prior to the restoration of Standedge Tunnel)

These traces are the remains of holes, manually hammered out with a drill bar, into which a charge of gunpowder was packed to blast away tough Pennine gritstone encountered during the Tunnel's excavation.

Reservoirs



Such a heavily locked canal as the Huddersfield Narrow would need an adequate water supply from a number of reservoirs to maintain navigation and the all-important trade on the Canal. Furthermore, the Mill owners of the Tame and Colne valleys needed assuring their historic supplies from rivers and streams, driving their waterwheels, would not be affected. Indeed, they successfully argued for extra reservoir capacity to that originally planned.

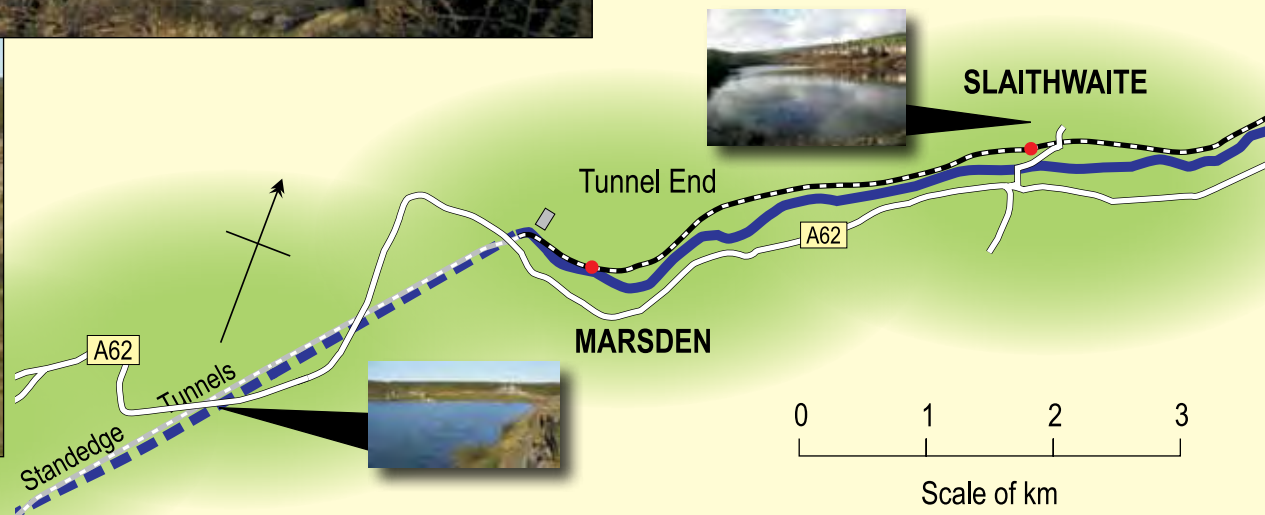
The initial provision of six reservoirs proved inadequate for the Canal and in the end a series of ten were constructed at various times concluding with Swellands, completed in 1825; though others were enlarged in later years.

When the Canal was abandoned in 1944, there was little hope it would ever be restored to navigation, though maintaining a water supply for commercial use was a necessity. Consequently, several summit reservoirs appeared surplus to requirement, first passing to the Huddersfield Corporation and then to the Yorkshire Water Company.

Today, only Slaithwaite (*main picture*), Sparth and Diggle have usable feeders and the bulk of supply is pumped in above Lock 42E from Scammonden Reservoir.



Brun Clough reservoir on Standedge Moor. It was constructed to spray water down the bye pit at Engine Pit, Redbrook "... for conveying air to the Tunnel while it is driving"



Standedge Visitor Centre



The Committee would be impressed by this warehouse having intended constructing one themselves when they purchased the land in 1806.

However, the Company did not develop the site and it was Joseph Dowse of the Hey Green Corn Mill Company who built it in 1834, extending the premises at the rear to accommodate a railway siding a few years after the first, single track, railway tunnel was completed in 1849.

The Corn Mill enterprise wound up voluntarily in April 1879 and after a couple of unsuccessful auctions as a going concern, the warehouse element was acquired by Zaccheus and John Walsh, Manufacturing Chemists, early in 1884. It seems likely they produced an un-branded form of 'milk of magnesia', giving the warehouse the nickname 'The Old Magnesia Works'. Having a convenient railway siding suggests the raw material, Magnesium Oxide, was brought by rail, rather than water, from its production centres in the North East.

By 1895 the London & North Western Railway Company had acquired the premises and proposed the conversion of the 'Works' to a Canal Store. Through various re-organisations involving the waterway and railways, the warehouse finally came into the ownership of British Waterways which opened it as a Visitor Centre in 2001 to coincide with the official re-opening of the Narrow Canal to through navigation.



Announcement in the Leeds Mercury Newspaper



Fisher's Culvert



Fisher's Culvert as seen from the towpath. The substantial arched stone was installed when the viaduct was erected, protecting the culvert below.

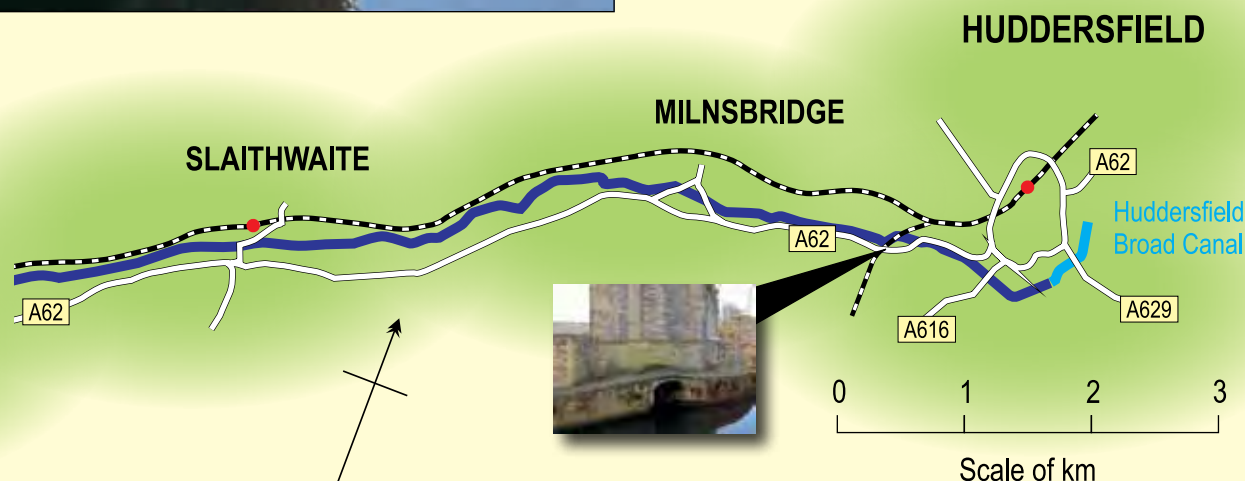
When walking the towpath between Locks 4 and 5E, it is easy to overlook a cobbled arch underfoot. You should go to Paddock Foot off Longroyd Lane and look over the wall to appreciate the structure beneath.

The culvert was constructed by Mr John Fisher giving access to his Silk Mill, evidently using boats of a particular design bearing in mind the limited width of the culvert and its approach.

Initially, Mr Fisher had approached the Canal Company to buy the land between the Canal and the river Colne and most importantly, rights in the fall of the river to power the mill. Matters were concluded by 1808, but it was some ten years later that he applied to cut the culvert. Perhaps he saw water transport was proving cheaper and more convenient than road carriage?

After a number of disputes over wharfage and trespass, including the Company blocking up the culvert, it was probably in full use by 1824.

Today, boaters on the canal have a privileged, low-level, view and can see the culvert passes right though the railway viaduct pier, suggesting it was still a significant access in 1849/50 when the viaduct was constructed.





CHARLES NELSON
Cement Carriers of Stockton

Historical Profile

HUDDERSFIELD NARROW

On the 200th anniversary of its opening, KEITH GIBSON looks at the story of the shortest and highest trans-Pennine canal

TRADITIONAL TECHNIQUES
Box Boats

HISTORICAL PROFILE
Huddersfield Narrow Canal

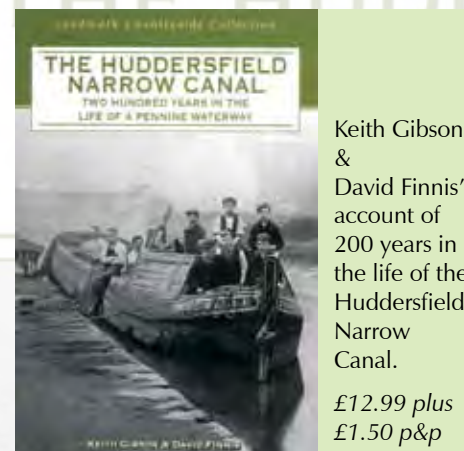
To coincide with the 200th anniversary of the canal's opening, NarrowBoat magazine is publishing a major feature on the history of the Huddersfield Narrow Canal in its 'Historical Profile' series.

Written by Keith Gibson, the Spring 2011 issue of NarrowBoat includes a 11-page feature which is well illustrated and includes some

previously unpublished images including Bradshaw's map of the canal and its connections from the 1830s.

Members of HCS can purchase this issue for the special price of £4.95 (post free) by either phoning 01283 742970 and quoting the name of the Society or by going to: www.wmagazines.com/nb/csociety to buy the issue online.

Your essential purchases for the Bicentenary year!



THE HUDDERSFIELD NARROW CANAL
TWO HUNDRED YEARS IN THE LIFE OF A PENNINE WATERWAY

Keith Gibson & David Finnis' account of 200 years in the life of the Huddersfield Narrow Canal.

£12.99 plus
£1.50 p&p

HUDDERSFIELD NARROW CANAL

A Towpath Guide

Dr Bob Gough

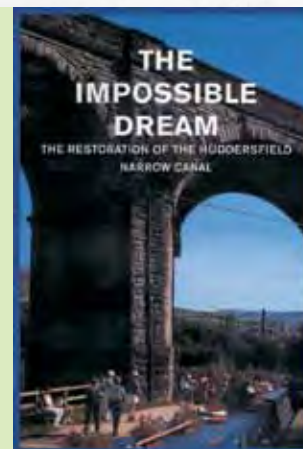


Foreword by Robin Evans

Make a Bicentenary resolution to explore the fascinating sights along the Narrow Canal; and what better companion than the Towpath Guide! £4.99 plus £1.50 p&p

The full restoration story from work by enthusiasts in the early 1970s, through to the official re-opening in 2001. DVD

£10.99 plus
£1.95 p&p



SOCIETY MEMBERSHIP

If you are not already a Member, how about joining now to help the good work of the Society and keep in touch. Simply send your name and contact details with a cheque for the required membership category, payable to 'Huddersfield Canal Society' to:

HCS Membership,
Transshipment Warehouse,
Wool Road, Dobcross, Oldham, OL3 5QR

Membership Rates:

Individual - £9 per year
Family - £11 per year
Life - £90

or join online at:
www.huddersfieldcanal.com



This solid brass plaque makes an ideal souvenir of this special year.
£10.00 with FREE p&p

For all Sales Items:

Please make your cheques payable to: 'Huddersfield Canal Society' and send to:
HCS Sales, Transshipment Warehouse,
Wool Road, Dobcross,
Oldham, OL3 5QR
or buy online at:
www.huddersfieldcanal.com

Events in the Bicentenary Year

Saturday 2nd & Sunday 3rd April

Standedge Tunnel and Huddersfield Narrow Canal Bicentenary Festival Family Fun Days

Join British Waterways as they celebrate the 200th anniversary of this extraordinary feat of engineering. Tunnel 'legging', craft fair, canal craft demonstrations and much, much more.

Visit www.standedge.co.uk for further details

Venue: Standedge Visitor Centre, Tunnel End

Time: 11am - 4pm each day A FREE event

Saturday 21st & Sunday 22nd May

Walking the West (Saturday) and East (Sunday) sides of the Canal

Society Administrator, Bob Gough, will lead two circular walks (three to four hours each) giving a flavour of both 'sides' of the Canal. Please wear suitable clothing and footwear and bring refreshments with you.

Saturday - Meet at the Huddersfield Road Car Park, Stalybridge, SK15 2QA at 10am

Sunday - Meet at Carr Lane Car Park, Slaithwaite, HD7 5AG at 10am

Saturday 11th June

Boat trip through 'Standedge Tunnel'

A limited availability, passenger trip through Standedge Tunnel from Diggle to Marsden, taking about 3 hours, preceded by an optional walk over Standedge Moor from Marsden to Diggle. Please wear suitable clothing and footwear (rather chilly and damp in the Tunnel) and bring refreshments even if you are not walking the Moor.

Venue: Optional walk - Meet at Lock 42E near Marsden Station, HD7 6DH at 9am

Venue: Boat Trip only - Meet at the Diggle Portal, OL3 5PU in time for a 12.45pm safety briefing.

Cost: £10 per person, advance booking and payment required by **15th April at the very latest**. This may seem rather short notice, but British Waterways have introduced an early, 'pay up front' system to ensure attendance.

Saturday 23rd & Sunday 24th July

Standedge Tunnel and Canal Party

Join British Waterways as they host a garden party to celebrate the Tunnel's 200th anniversary

Visit www.standedge.co.uk for further details

Venue: Standedge Visitor Centre, Tunnel End

Time: 11am - 4pm each day A FREE event

Saturday 6th August

Boat Trip aboard 'Still Waters'

A trip on the Tameside Canal Boat Trust's boat 'Still Waters' along the Manchester & Ashton Canal to Droylsden Marina and back. There will be no refreshments on board, so don't forget your packed lunch!

Cost: £2.50 per person, advance booking and payment required.

Venue: Portland Basin Museum Wharf, Ashton-u-Lyne, OL7 0QA

Time: 10am - 2pm

Sunday 18th September

HCS Bicentenary Festival & Boat Gathering

The Canal Society's main event with a host of attractions and narrowboats on the Canal. British Waterways will be running short trips into the Tunnel and the Oldham Theatre Workshop will be performing 'al fresco' throughout the day. More details to follow.

Venue: Diggle Tip, off Sam Road, Diggle

Time: 11am - 3pm

For events requiring pre-booking and payment, please call the Society office on 01457 871800 for more information.



Huddersfield Canal Society Ltd

Registered in England No. 1498800 Registered Charity No. 510201

Transshipment Warehouse, Wool Road, Dobcross, Oldham, Lancashire, OL3 5QR

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