

# HUDDERSFIELD CANAL SOCIETY

## PENNINE LINK



1884-1914

THE MAYOR & MAYORESS OF KIRKLEES HAVING A TRIP ON THE FIRST  
PLEASURE BOAT ON THE HUDDERSFIELD NARROW CANAL FOR OVER  
THIRTY YEARS.

## HUDDERSFIELD CANAL SOCIETY

### OFFICERS

- Chairman (E): Dr Chris Farrar, 'Stillwaters,' Wall Royd,  
Denby Dale, Huddersfield. Hudds. 862329
- Vice Chairman (W): Peter Freeman, 14 Burnell Court, <sup>061 624</sup>  
Heywood, Lancashire. Heywood 64468 <sup>5020</sup>
- Treasurer (E): David L. Finnis, 7 Ned Lane, Slaithwaite. am.
- Secretary (E): Robert Dewey, 28 Cinderhills Road,  
Holmfirth, Huddersfield. Holmfirth 5022

### COMMITTEE

- Colin Chadwick (W): 14 Simmondley New Road, Glossop.  
Glossop 64031
- Mrs. Diane Charlesworth (E): Editor, 'Bank Stone,'  
Lingards Road, Slaithwaite.  
Hudds. 842181
- Trevor Ellis (E): 20 Batley Avenue, Marsh, Huddersfield.  
Hudds. 34666
- John Fryer (E): 14 Town End, Golcar, Huddersfield.  
Hudds. 45311 (work and home).
- Graham Maskell (W): 19 Quick View, Mossley, Lancashire.  
Mossley 3992
- John Maynard (E): 20 Thick Hollins Drive, Meltham,  
Huddersfield. Hudds. 850575
- David Milson (E): East Side Chairman, 194 Huddersfield Road,  
Meltham, Huddersfield. Hudds. 850032
- David Sumner (W): 36 Fold Crescent, Carrbrook,  
Stalybridge. Mossley 2860
- Les Winnard (W): Publicity Officer, 3 Fearnlea Avenue,  
Chadderton, Oldham. 061-633-2620

### NON-COMMITTEE MEMBERS

- Membership Secretary: Mrs. Valerie Dewey (see Secretary).
- Sales Officer: Mrs. Jean Buckley, 37 Edward Street,  
Oldham. 061-624-4881
- West Side Secretary: Audrie Kinnear, 73 Gower Street,  
Oldham. 061-624 5479
- East Side Secretary: Diane Charlesworth - see above.
- Duplicator: Roy Charlesworth (see Diane Charlesworth).

## PENNINE LINK

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY

NO. 31

November 1979

Editor:	Mrs Diane Charlesworth
Typing:	Mrs Linda Williams and Mrs Ivy Lodge
Duplicating:	Roy Charlesworth
Collating & Distributing:	East Side Members

CHAIRMAN'S REMARKS

Successes and Failures - These two words sum up much of the activity of the Society during the last two months. First the Successes - We appear to be making considerable progress in persuading the West Yorkshire County Council to change the policy statements in the structure plan which relate to remainder water ways in general, and the Huddersfield Narrow Canal in particular. There has been a veritable flood of written evidence submitted before 'The Enquiry in Public' - the vast majority of which supports the views of the Society. The impact has been so great that a 'secret' meeting was held by the W.Y.C.C. to consider their policy as it affect the H.N.C. - let us hope that sound, common sense will prevail and that a policy change will be announced which supports restoration and protects the line under all circumstances.

The second success is the acceptance by the Tame Valley Officers Working Party of the Society's proposal for the Restoration of the Upperrail Stretch of the Canal. Now this hurdle has been overcome we shall have detailed discussions with the British Waterways Board and the appropriate local authorities, to obtain the necessary detailed clearance for work to commence. In the meantime, we shall be continuing with more detailed surveys and schedules for the work - which should commence in the spring of next year. I am pleased to report that we have the full support and backing of the Saddleworth Historical Society in this venture and will be working closely with this body, which is currently so active and successful in the area.

The major shortcomings of the period has been our failure to provide a powered boat, as advertised, on the summit pound between Tunnel End and Marsden Top Lock. On the first occasion of the Marsden Festival, a series of events totally outside our control meant that on the day no boat was available. A patient and enthusiastic Marsden crowd was most disappointed and an attempt was made to repeat the venture on the 6th October. On this occasion a fine steam boat was kindly made available by Mr. Witter, but unfortunately, after an inaugural trip by the Mayor and Mayoress of Kirklees, there was a mechanical failure and remaining trips were carried out by manual paddle power.

In spite of all the efforts made by the Society, a boat service could not be offered. Now, throughout all these trials and tribulations, there was, residing in the tunnel mouth (securely padlocked) an ice-breaker, perfectly suitable for limited trips on this section of the canal. In spite of official requests before the Marsden Festival and pleas made at a personal level immediately before each exercise, no help was forthcoming from British Waterways Board. The Society were prepared to accept all risks and indemnify B.W.B. from any responsibility. Despite these efforts B.W.B. appeared to be totally unco-operative.

This situation will have to change - if we are to restore the H.N.C. we must have total co-operation from the Board at all levels, from Sir Frank Price downwards. The Board acknowledged the support of the Society in its last annual Report - that is not enough - we must have positive support from the Board and we must work towards obtaining maximum co-operation. This is a major campaign - it will need to be carried out with tact and diplomacy at all levels by all members of the Society - but it is essential if we are to make progress!

#### EDITORIAL

Over the weekend of the 6th and 7th October, Valerie Milsom and I, with our sons, attended a craft weekend (which is held twice yearly) at the Colne Valley Museum, Golcar, Near Huddersfield. We were dressed in our Victorian canal

costumes and blended well, as most other exhibitors and helpers were dressed in costume from the same period.

Valerie and I were exhibiting and demonstrating 'crochet of the cut.' We had various items on display including crocheted rugs, shawls, edgings, and 'port hole doilies' and of course, took the opportunity of taking some HCS literature with us.

We were situated in the living room of the museum where throughout the two days batches of delicious toffee and 'lower bread' (oaty cakes to the uninitiated) were made, over the fire of the old range, and then handed round to visitors and helpers! One lady was painting wooden gypsy ware, eg pegs, spoons, nail brushes and several other items; another was pegging a rug, some children were washing using a posser, tub and mangle, and ironing was done using flat irons.

As the door kept opening and shutting with the constant stream of visitors it brought with it the smell of home baked bread from the bakery of the museum, which most took the opportunity of buying.

A guess was made of at least 2,000 visitors having passed through the doors by mid-Sunday afternoon, when 'traffic control' had to be brought in as the crowd had literally come to a standstill, in its meanderings up and down and around the museum watching the various crafts being demonstrated! These included clogging, weaving, spinning, pottery making, painting canal ware, caning, basket making, upholstery and several others. Several crafts had items for sale including enamelled jewellery.

Visitors were able to buy welcome refreshments from the coffee bar.

We hope the museum will invite us again. It was most enjoyable, and enlightening to listen to 'broad Yorkshire' being spoken.

HCS will be putting on an exhibition at the museum in March 1980.

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MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OUR MEMBERS!

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Resure of Committee Meeting held on 23 August 1979 at  
the Junction Inn, Marsden

Reports, discussions and action to be taken:

Treasurer's Report

Formation of Company - further information requested by the Registrar and Charity Commission.

Finance - Towpath Guide. Meeting with Tax Inspector.

Projects - UPPERMILL: draft report out. To obtain further co-operation with Saddleworth Historical Society.

Copies of report to go to Tame Valley Officers

Working Party. West side to do more surveys.

- STANDEIDGE: suggested that a scheme for the whole of tunnel end is required. Draft report for next meeting.

- STALYBRIDGE: footbridge erected over river only left 6 ft headroom, to be pursued.

- ASHTON ARM: Sea Cadets have applied for Shell Award for dredging.

- ASHTON CANAL SOCIETY: letter of support to be written.

- BOATS: B&B have some for sale. Further enquiries to be made.

Publicity - agreed to buy banner;

agreed to buy car stickers;

agreed to go ahead with beer mats.

Festivals Thanks expressed to all Taneside Committee and helpers. Festival made £2,500 plus profit. HCS Stand still needs better material.

Taneside Festival 1980 to go ahead, probably Aug 1980.

Huddersfield Festival 1980 to take place in Sept 1980.

Seminar to be held towards the end of 1980.

Sub-committees East: Marsden Festival causing concern.

West: Video tapes 17 October. Suggestion

that Mikron be sponsored for a week along the canal at the beginning of next season.

Sales - to order 50 T-shirts with HCS logo. Committee to leave detailed running of sales to Sales Officer.

AOB Pennine Link: agreed to alter wording of copyright.

Possibility of advertising in PL.

Silver Cuff Links £15 per pair to be advertised in PL.

Resume of Committee Meeting held on 18 September 1979 at the Tollerache Arms, Mossley

Treasurer's Report

Finance/Company: Charity Commission have OK'd but passed on to Inland Revenue None all right.

Publicity - To thank Robin Witter for tunnel photo's and loan of IWA trophy.

Projects - UPPERMILL: rep. to go to Saddleworth Historical Society to seek co-operation.

- TUNNEL/TUNNEL END: to progress.

- HUDDERSFIELD FESTIVAL: Poly site OK; CNS and IWA have agreed to join.

- TAMESIDE FESTIVAL: old committee to meet and invite west members to form 1980 committee.

- QUEEN STREET SOUTH STEPS: to progress.

- OTHER FESTIVALS: Marsden - to take Stand only, in future. Diggle and Heyrod also holding events.

East sub-committee Bookings taken for Broad Canal trip.

Ideas and advice for Mayor's Carnival float requested.

8 Broad Canal Certificates issued.

West sub-committee - Sadd. Countryside Guide now published.

Working party group set up.

Working Parties - Unable to hold working party at Marsden Fest.

due to attitude of Trade Unions say B.B. Letter to be sent to local branch of T&GWU for clarification of position.

Correspondence for discussion - Victoriana Tea Rooms & Grill

asking cost of advert in PL; charges to be calculated.

Booklet on grants available from Countryside Commission.

Display Material - Colour photo's will not solve problem: we

need a designer to prepare and display material. All to

approach friends/contacts and report back next meeting.

Addressing Machines - other systems to be investigated.

Sticky labels not a success.

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HCS SHIRTS FOR SALE

Sweat shirts - black with white logo .. .. £5.50

T shirts - white with blue logo .. .. £2.50

Please apply to Jean Buckley (see front cover) and include

p & p with remittance.

TAMESIDE FESTIVAL MUGS FOR SALE

Still a few available. Apply to Jean Buckley in person.

MEMBERSHIP

I am pleased to welcome the following new members:

- 559 T B H & Margaret Sumner, [REDACTED]
- 560 Terry Sullivan, [REDACTED]
- 561 Dr & Mrs A Bashford & Jonathan, [REDACTED]
- 562 P R Worden, [REDACTED]
- 563 P R Bradley, [REDACTED]
- 564 P & S Litchfield, [REDACTED]
- 565 G J Mackereth, [REDACTED]
- 566 I & M Hirst, [REDACTED]
- 567 M A Carding, [REDACTED]
- 568 R C T Prior, [REDACTED]
- 569 D Phillips & Family, [REDACTED]
- 570 J Peak, [REDACTED]
- 571 P B Ashcroft, [REDACTED]
- 572 N Crosby, [REDACTED]  
Newcastle-on-Tyne.
- 573 G Frost, [REDACTED]
- 574 Mr & Mrs A Hunt & Paul, [REDACTED]
- 575 Mr & Mrs K Parker, [REDACTED]
- 576 Keith Parker, [REDACTED]
- 577 L & R Simpson, [REDACTED]
- 578 B, S, K & J Smith, [REDACTED]
- 579 J P Wesolowski, [REDACTED]
- 580 J Chisholm, [REDACTED]
- 581 G Siswick, [REDACTED]
- 582 S Butcher, [REDACTED]
- 583 W & E Hodgson, [REDACTED]
- 584 N & M Tamblin, [REDACTED]
- 585 N W Johnson, [REDACTED]
- 586 G Burns, [REDACTED]
- 587 Miss A Polding, [REDACTED]
- 588 W C Rowlands, [REDACTED]

Does anyone know the new address of JOHN CHEETHAM, formerly [REDACTED]

Val Dewey

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HAVE YOU ENROLLED A NEW MEMBER RECENTLY?

A Vist to Kikron at Northwich

Sue Sykes

The 1979 IWA National Rally of Boats was held at Northwich, Cheshire, on the River Weaver from the 17th to 19th August. The particular aims of this year's rally was to encourage the use of the Weaver Navigation, especially by commercial traffic, to promote the Anderton Lift and to raise funds for the restoration of the Montgomery Canal. The gentleman operating the Anderton Lift must have been pleased to see the end of this rally judging by the number of boats present. I wonder if he's on piecework?

The Patron of the rally was H R H Prince Charles, The Prince of Wales, who took a particular interest in the proceedings because the funds raised would be used on the Montgomery. The rally itself was enclosed by the two impressive swing bridges which cross the Weaver. There was a good selection of Canal and Civic Societies present along with many trade stands, offering us goods and information on their causes. IWA had a marguee to themselves and must have had nearly every published book on canals in their display. HCS also had a stand, not on the main site but on the opposite bank where it attracted a lot of attention. Thanks are due to all who manned it.

In the early afternoon, the members of the Official party and the press were ferried to the main arena in narrowboats and the rally was declared open by the Chairman of BWB, Sir Frank Price. As far as HCS members were concerned the highlight of the day followed in a performance of 'Where's Our Cut' by Mikron. However do they manage to keep their concentration when faced with distractions such as trip boats, go-go dancers and unexploded bombs! 'The show must go on,' however, and a full house almost (450 people) heard of the Diggles from Standedge Tunnel. After this performance there was just time for a quick mushroom salad, before the Diggles shed their skins for the evening performance of 'What A Way to Go'. For those who havn't seen this show - it tells the sad story of the transport policy of Great Britain and begs the people in authority to reach a more unified approach to roads, rail, and (of course) waterways. It sounds a serious theme, but the plea is put over with humour and light-hearted songs which you find yourself singing over and over again.

As Mikron were finishing their production, Pumpkin Pie were preparing to lead the folk and community singing and behind stage the procession of illuminated boats was just starting. This was a really good day at the rally, and with boats moored four abreast as far as the eye could see, I'm sure the aims of the festival will be realised.

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Down the 'Broad' to Brighouse

David Milson

On Sunday 21 October about two dozen society members and friends set off aboard the narrow boats 'Aire' and 'Calder' from Calder Cruisers yard at Aspley Basin, for a trip down the Broad Canal. The trip had originally been planned for March this year but had to be cancelled due to deep snow. This time, however, the sun was shining as we set off. We were pleased to see signs of dredging down the section by the incinerator - thank you BWB. At Red Dcles those who had never been on the Broad before had their first experience of the heavy, finger threatening paddle gear. The boats passed through the locks breasted up, a saving in time and water. Some members travelled ahead on foot, preparing the locks, which was a great help. Some difficulty was experienced as the gates would not fully open. It was nice to see that the Yorkshire Water Authority had planted trees alongside the canal - is it to screen their buildings from the canal or vice-versa?

After about two hours we locked cut into the River Calder and headed up towards Brighouse. A change in speed was immediately noticeable as we were now in deep wide waters. We made good time along to Brighouse Basin, where the boats moored for a lunch break, in most instances of the liquid variety. Later we wended and set off back towards Huddersfield. It was not until Lirklees Low Lock that we discovered that some of the party had been left in Brighouse! Then followed a period of chaos with boats going hither and thither until everyone was accounted for.

At last the boats set off back up the 'Broad'; arriving back at Aspley Basin about 5.30 pm.

It is hoped that we may run more boat trips, both East and West in the future.

Steam Launch of the Summit Pound

David Finnis

On Saturday 6 October, 1979, "Option" one of the first ever petrol driven boats, was the first pleasure boat to be seen on the Huddersfield Narrow Canal for over thirty years. It was converted to a steam launch for use on canals and rivers and is owned by HCS member Colin Witter (father of Robin) of Chester.

The first passengers at Marsden were the Mayor and Mayoress of Kirklees. After a couple of trips the boiler pipes fractured, so, not to disappoint the large crowd, HCS members paddled the boat for the next half dozen trips and then tied a rope to the bows and pulled the boat for the rest of the afternoon.

The event was a success as it had drawn people to the canal. Many had not realised what an asset the canal was until then.

The Society also put on an exhibition about the canal near the summit lock.

Huddersfield Canal Society would like to thank Mr Witter for bringing his boat to Marsden, and Mr and Mrs Parker and son Keith from Leeds (new members), for bringing their caravan and manning the exhibition stand.

76 Year Old "Option"

Brought by river and canal (10 days - 310 miles) in 1903 to the River Dee by the owner's father, Preston Witter.\*

Found in a wrecked condition in 1974 in Stockport, and rebuilt during the last four years by Colin Witter and Donald Bowley, in time to steam in the Chester Jubilee River Carnival on 7th June, 1977 - the first "Steamer" on the River Dee for 40 years.

A sister ship "Lady Elizabeth" is preserved in the Steam-Boat Museum, Windermere.

Engine: 1 $\frac{3}{4}$  Hp Double Acting, Stevenson Linkage.

Made in 1976 from Stuart Turner 5A Castings by Edward Hobson, Chester.

Boiler: Fire Tube - made in 1976 by Hugh Richards, Rhosesiner.  
Owner - C P Witter, 41 Dee Banks, Chester.

\* This journey faithfully repeated May 1978 (75 years later).

In for President!

Peter Freenan

In contrast to my journey on "Electra of Ensworth" last year (the electrically-powered cruiser), recent member Ron Buckley and I travelled with a steam-powered narrowboat. "President" is a recently restored Fellows Morton and Clayton steamer. We accompanied her on parts of an exhibition tour between Wolverhampton and the National Rally at Northwich.

We joined the supporting vessel, the 60' narrowboat "Unicorn" at Norbury Junction on the Shropshire Union Canal, and journeyed to the Lolverhampton 21 to meet "President." There is only a small basic back cabin on the steamer and the modern facilities on Unicorn, particularly the shower, were appreciated especially by those working on the steam engine.

President's steerer does not have direct control over the engine. Bell signals are made to the 'driver' sweating it out in the engine room, for fast, slow, forward, reverse, and so on. Fuel on the journey was coal and wood. I had forgotten how dirty coal was! Driftwood was a useful source of cheap fuel; the canal was that bit tidier after we had passed! One day was spent cutting wood under the direction of Nicholas Bostock, enthusiastic owner of Unicorn and partner in President. Contending for 'least popular dirty job' was the cleaning of the boiler tubes requiring two people to work the cleaning rod in the many tubes.

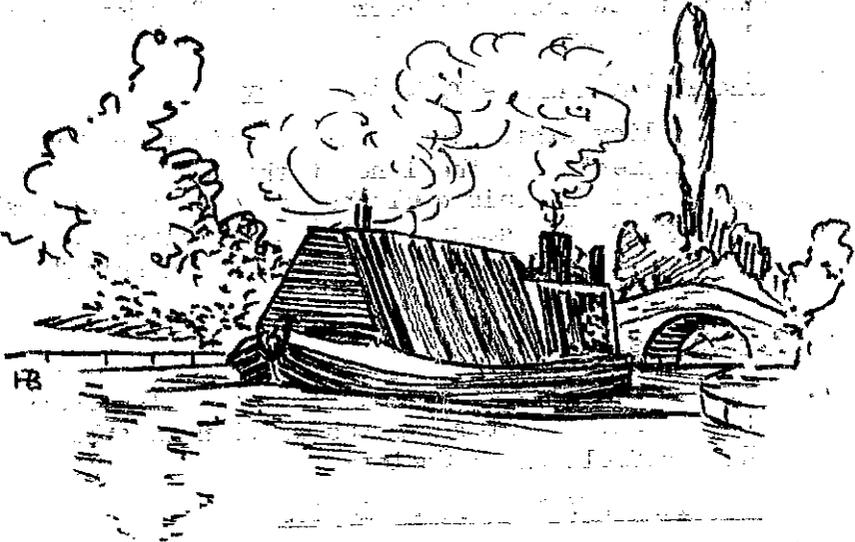
It would take an hour and a half or so to get up steam in the morning, so someone had to get up early to light the boiler fire. Special care was needed due to President's draught of 3' 2" (possibly more when moving) and the indirect engine control system. Boaters on the Shropshire Union Canal were most considerate, apart from a BWB dredger whose driver must have been in a bad mood and apparently tried to force President and two other boats up the bank!

At Audley a welcome beer in the Shroppie Fly in scorching weather, was followed by a fanfare of boat hooters as we left. At Nantwich we left for another crew to take over (and to nurse my sunburn) but later, rejoined at Ellesmere Port. From here the two boats were breasted up for an

interesting journey along the Manchester Ship Canal to the River Weaver and up to Northwich.

Restoration of the President from its sunken state at Northwich to pristine condition, is a most impressive achievement. Congratulations, to Nicholas Bost, Malcolm Braine, Philip Weaver, Terry Pooley, George Watkins and everyone involved in the project.

You can read all about the restoration in the September 1979 Waterways World.



Drawing by Ron Buckley

**Well Blow Me!**

Seen on Shropshire Union Canal - a boat named "Passing Wind".

Comments on Canals in West Yorkshire by Director of Technical Services as set out in a Report to Resources and Planning (Land and Planning) sub-committee dated 15 October

' ... its main shortcoming is that it fails to present positive indications of West Yorkshire input in future years!

' 3. Remainder Waterways - Huddersfield Narrow

5.4 Fish farming the Canal! The Slaithwaite anglers have called the idea naive and this is agreed. The idea would be extremely expensive; the anglers themselves breed fish in rillponds, etc., knowing the canal has to be re-stocked regularly and the security problems, especially if the canal towpaths were to be used as a recreational footpath, would be enormous.

' 4. The Evolution of Strategic Policy

6.3 The policy states that every application for development over the line of the canal would be preferable if this could be added to the general policy and the section between "Kirklees MDC agreed ....." and "were refused permission" were omitted.

' 5. Pressures

7.8 By waterway associations, it presumably refers to the Inland Waterways Association and the Huddersfield Canal Society.

' 6. Attitude of Voluntary Societies

9.1 It is noticeable that all the societies mentioned in this section are Canal Societies. It is a common mistake to assume that they are the only voluntary bodies associated with canals and that they represent the majority of people using the canal facilities. Obviously Slaithwaite Anglers are the main users of the Narrow Canal at present, and the Solne Valley Society's circular walk along the towpath is another indication of a wider voluntary interest. The tables

9.1 give a good indication of user activities and maybe cont this should be spelt out in the text.

7. Summary of Recreation Potential

11.1 It is very wrong to assume that in its present state the Huddersfield Narrow Canal can only serve local needs. The production of Kirklees "Huddersfield Narrow Canal" Recreation Survey and discussions with the County Council, BWB, Countryside Commission and interested parties indicates a regional if not national recreational resource that can be exploited whether the canal is opened for through navigation or not.

1 Conclusion to the Report

Generally, it is felt the report is quite concise and clear and probably long overdue. The main frustration with such a report is that it does not give a concrete indication of the next step. Possibly the answer would be a follow up for specific canals, or canal sections, structured in such a way as to indicate what financial injection would be expected and where these could be concentrated. In this way there could be more consideration for work carried out by other Directorates, eg plans for the setting up of a "Kirklees Way" and more known commitments by such bodies as the Countryside Commission, DOE, Yorkshire & Humberside Tourist Board. These ought to be assessed quickly, or else any policy will collect dust while the canals slowly, but surely, deteriorate.

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<u>Prices per issue</u>	-	£2	per half page;
		£4	per full page.
<u>Prices per 6 issues</u>	-	£10	per half page;
(One year)		£20	per full page.

Please forward your ads with remittance for 1 or 6 issues to the Editor - see front page.

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Have a giggle with a Diggle at Christmas. Get yours from the Sales Officer NOW for only 95p including postage.

Tame Valley Officers Working Party  
Meeting 11th October, 1979, County Hall, Manchester

The Report "The Canal in Uppermill - Acton - for Restoration" which we have produced suggesting restoring the section of canal between locks 21W and 24W, was considered and supported by those present (including Ken Dodd of BWB). We must now proceed with more detailed study and also seek the support of other bodies such as Saddleworth Parish Council.

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Payment of Subscription by Standing Order

Quite a few members have requested that they pay their subscriptions by standing order but, at present, we have asked them to delay doing so until their Society is a Registered Charity. Once we have charitable Status we will then be able to offer to those interested the chance of paying by "Deed of Covenant". This way the Society is able to reclaim Income Tax on their amount of subscriptions paid.

More details in the next issue.

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Dredging at West Slaithwaite

Spotted on a recent walk along the towpath was a BWB hynac, cleaning the channel of silt. Approximately 100 yards has been cleared between locks 30 and 31, at West Slaithwaite. The silt is being spread over a nearby field, probably as a fertiliser (?). At present it is not known why BWB are taking this action. Perhaps they have decided to restore the canal without telling anyone. Let's hope so!

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Hallmarked Solid Silver Cufflinks

We are taking orders for the above. The price is approximately £15 per pair. The cuff-links bear the seal of the Huddersfield and Manchester Railway Company. When ordering from Jean Buckley, please include £2 deposit.

Inland Waterways Amenity Advisory Council News Release

IWAAC TO BE ABOLISHED

1st October 1979

' The recent meeting of the Council discussed the announcement by the Secretary of State for the Environment that IWAAC were to be abolished as a result of a review of non-ministerial public bodies lying outside the cores of central government.

' The Council were aware that legislation which would be needed to bring about the Government's decision could have the effect of reducing the statutory safeguards available to users of the waterways, particularly on the 500 miles of 'remainder' waterways, and they are seeking a formal deputation to meet the responsible Ministers to clarify the Government's intentions.

' About 1 million people pay to use the Board's waterways in England, Scotland and Wales for tourism and recreational purposes annually, and many millions more value the Board's canals and rivers as an amenity, reflected in the considerable volume of matters brought to the Council's attention by local authorities, active users and members of the public generally. The Council's concern must be to ensure that any new Government proposals do not lessen the safeguards embodied in the wide brief of the Council under the 1968 Transport Act, and elsewhere.'

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British Waterways Board's Calendar 1980

The BWB Calendar for 1980 dips into the past with photographs of the waterways taken around the turn of the century, and now are hand-coloured.

A steam dredging crane on the Oxford Canal; the short-lived Foxton inclined plane; the Anderton boat-lift; a beam engine house in Birmingham; men at work maintaining the canals; all are featured on the twelve photographs and supplemented by a number of pictures and drawings.

A calendar for the waterways enthusiast and for all who care about the past, this year's issue maintains a tradition of fine calendars from the British Waterways Board.

Survey of the Huddersfield Canal by Robert Whitworth (Snr.)  
Letter dated 11th August, 1797

To The COMPANY OF PROPRIETORS of The Huddersfield Canal.

Gentlemen,

IN Obedience to your Orders of the 29th of June last, directing me to view the Line of the said Canal, and the Execution of the several Works, I have examined the whole Line with the greatest Attention and Care; and have considered the Objections to the Line, and Execution of some Part of the Works; and should have been very glad if some of the Gentlemen, who have made the Objections, would have been so kind as to have favoured me with their Company, and pointed them out upon the spot.

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 through Sand-Hill, instead of carrying it round the Point of the Hill.

I have no hesitation in saying, that I think this Objection is not well-founded notwithstanding the Tunnel is very badly executed, yet I think the Measure was right, though it may have cost more Money; but of that I am not certain, when I consider it would have materially injured, if not totally destroyed a very good House, besides the Difficulties of making the Canal at the Foot of a very steep Hill, composed of running sand, and the very crooked Course it must take round the Point of the Hill, which would require it to be of an extra Width, to give your long Boats Room to turn.

The next Objection, that has come to my Knowledge, is the Aqueduct below Staley-Bridge. Some are of Opinion, it should have been in the old Water Course; others, that it should have been more to the South than it is now built, so as to have made the River Course quite straight.

The old River Course most certainly would have been a troublesome and expensive Situation; - that more to the South would have required a new River Course, two or three Times as long as that which has been adopted; and, consequently, a great Deal more expensive, as the Earth dug out would have required about two additional Stages

of Wheeling, to bank up the old River Course; - and the Aqueduct Bridge, in its present Situation, is completely safe, notwithstanding the Stream of the River doth not come in a direct Line upon it; consequently, as this Situation has cost the least Money, it is most eligible for the Company.

' Another Objection is, to the Tunnel at Scout, - This is most certainly as frivolous and ill-founded as the Objections to the Tunnel through Sand-Hill, at Ashton.

' This Tunnel was easy to execute; it being One Hundred and Ninety-eight Yards in Length, out of which One Hundred and Twenty stand without Arching, and is a good sound Piece of Work, much better than that at the Sand-Hill. - (Yet, rough as that is, I did not discover any Symptoms of its coming down.)

' It perhaps may be expected, that I give a State of the Works as I go along; which, from the Information I have had, and the Observations I have made, I am, in some Measure, enabled to do.

The Canal is navigable through Eight Locks, of Ten Feet Six Inches Rise Each, and over an Aqueduct of Two Twenty-five Feet Arches; Five other Locks are nearly finished; Four others want about a Fortnight's Mason Work, and the Gates hanging; and Four others will require five or six Weeks to complete them: The Gates are ready for all these.

' The Tunnel, at Scout, is not quite finished; it wants about Twenty Yards of Arching (the natural Rock being rather doubtful), and some little to do at the Towing Path and Lining.

' The Aqueduct, of Two Twenty-five Feet Arches, in Quick, 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.

' Four Bridges are yet to build below Upper-Mill, for which Part of the Stone is prepared. - There are several small Pieces of Cutting to do, in all about a Mile in Length.

' The above Works being done, the Canal would be formed and navigable to the lower Side of the Turnpike-Road at Upper-Mill.'

(Extract)

## D I A R Y

HCS Members welcome to all meetings

Nov	7	8.00 pm	East Side. Commercial, Slaithwaite - illustrated talk by David Ellis on 'The Pennine Park'.
Nov	14	8.00 pm	West Side. King William IV, Greenfield.
Nov	28	8.00 pm	*HCS/PFCS: Boats, Boatmen & Boat Painting by Dr C Boucher.
Dec	4	8.00 pm	East Side. Wharf, Aspley.
Dec	12	8.00 pm	West Side. Old Hunters Tavern, Stalybridge.
Dec	14	8.00 pm	East v West quiz. Great Western, Standedge.
Jan	3	8.00 pm	East Side. Railway, Marsden.
Jan	10	8.00 pm	West Side. Contact West members for venue.
Jan	23	8.00 pm	*HCS Video Show plus Ron Buckley on Traditional Painting.
Feb	2	8.00 pm	East Side. Royal Oak, Chapel Hill, Huddersfield.
Feb	13	8.00 pm	West Side. Old Hunters Tavern, Acres Lane, Stalybridge.
Feb	27	8.00 pm	*HCS/PFCS: Waterways Pot Painting.
Mar	6	8.00 pm	East Side. Ring 850032 for venue.
Mar	14	8.00 pm	West Side. Contact West members for venue.
Mar	26	8.00 pm	*HCS/PFCS: 'Shropshire Union Canal' Peter Whitehead,
April	9	8.00 pm	West Side. Old Hunters Tavern, Stalybridge.
April	23	8.00 pm	'Birmingham Canal Navigators'.
May	23	8.00 pm	*HCS/PFCS: End of Season matter.

\*HCS/PFCS joint meetings - previously held in the Community Centre in Oldham are changing venues. Meeting on Nov 28 at Baptist Church, King Street, Oldham. For future meetings ring Arthur Hornsby - 061/624/7473.

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