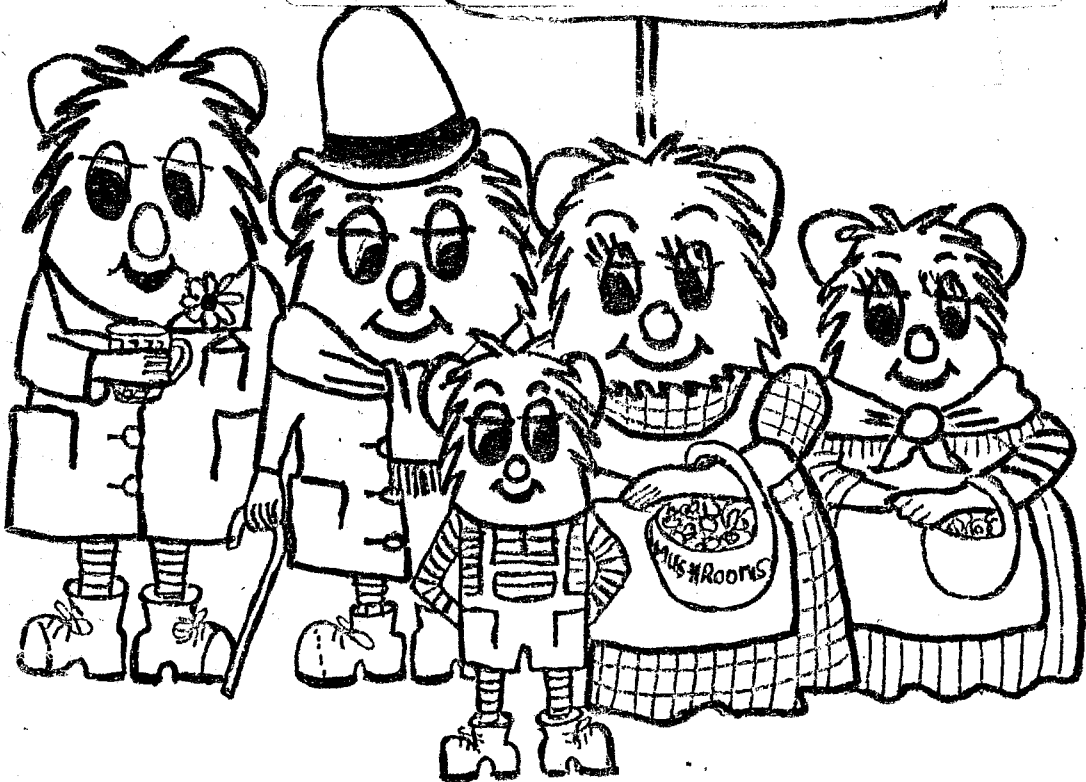


# PENNINE LINK

DON'T FORGET  
THE A.G.M. AT  
ASHTON TOWN HALL  
ON 25<sup>th</sup> APRIL 80



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,  
Heywood, Lancs. Heywood 64468

Treasurer (E) David L. Finnis, 7, Ned Lane, Slaithwaite.

Secretary (E) Robert Dewey, 28, Cinderhills Road,  
Holmfirth, Nr. Hudds. 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, Hudds.  
Huddersfield 34666

John Fryer (E) 14, Town End, Golcar, Hudds.  
Huddersfield 45311 (Work & Home)

Graham Maskell (W) 19, Quick View, Mossley, Lancs.  
Mossley 3992

John Maynard (E) 20, Thick Hollins Drive, Meltham  
Huddersfield 850575

David Milsom (E) East Side Chairman. 194, Huddersfield  
Road, Meltham. Huddersfield 850032

David Sumner (W) 36, Fold Crescent, Carrbrook,  
Stalybridge. Mossley 2860

Les Winnard (W) Publicity Officer. 3, Fearnlea Ave.,  
Chadderton, Oldham. 061-633-2690

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 : Sue Sykes, 99, Scar Lane, Milnsbridge,  
Huddersfield 659838

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PENNINE LINK.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY.

No. 33

March, 1980.

Editor : Mrs. Diane Charlesworth.  
Typing : Mrs. Sue Gibson.  
Collating & Distributing. : East Side Members.

CHAIRMAN'S REMARKS.

Focus on "Waterways World" - the March issue of WW contains a number of items of particular interest to members of the Society, but the major scoop is of course the centre colour spread featuring Standedge Tunnel. These beautiful and dramatic photographs of the Tunnel interior, probably seen by the general public for the first time - emphasise just what a priceless asset the Tunnel is! This wonder of the waterways. This unique monument on a unique canal is too valuable and of too much historic and engineering interest to remain locked away behind barred gates. It must be opened to the public and the Society must initiate a vigorous campaign to this end. In addition the Society must be prepared to provide facilities in the form of a suitable craft - and progress in this direction is well underway. The piece in WW states that there are no major falls in the tunnel and that most of it is in extremely good condition. Surely if the general public can be allowed into worked out Welsh slate mines, with the necessary safety provisions, then there must be a case for examining the prospects for Standedge Tunnel - the Society will continue to campaign for this as one of its main objectives.

Other items of significance are the formation of the Canals and Navigations Alliance by the various trade organisations. If the trade interests are to continue to flourish, and it is surely in the country's economic interests that they should do so, then we require a continued expansion of resources. This means more canals, more restoration, particularly in the less highly used areas of the network. Is there scope here for further co-operation between commercial interests and canal restoration societies?

The news that IWAAC is reprieved for two years is good news indeed. Although Quango's have not had the best of press

in recent months. IWAAC has shown itself to be a highly responsible and concerned body with rather more far sightedness than many other organisations concerned with the waterways. The first A in IWAAC stands for amenity and since this is what the restoration of the Huddersfield Canal is all about - there must be plenty of room for mutual support - both IWAAC and Huddersfield Canal Society need to be healthy through into the '80's.

Finally, we are fast approaching the end of yet another administrative year which will culminate in the AGM of the Society to be held at Ashton Town Hall on Friday 25th April at 8.00pm. This statement should be taken as a personal invitation to all members of the Society to attend since a formal notice appears elsewhere in this issue of Pennine Link.

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HUDDERSFIELD CANAL SOCIETY ANNUAL GENERAL MEETING.

NOTICE IS HEREBY GIVEN that the sixth Annual General Meeting will be held on the 25th day of April, 1980 at 8.00pm. at Ashton Town Hall.

The agenda for the meeting will be as follows:-

(The usual agenda plus resolution to wind-up the Huddersfield Canal Society and to transfer the assets and liabilities of the Society to Huddersfield Canal Society Limited).

As members will note from the above agenda, a resolution will be placed before the meeting for the winding-up of Huddersfield Canal Society and the transfer of the assets and liabilities to Huddersfield Canal Society Limited. Notice of the resolution is given in the following terms:-

HUDDERSFIELD CANAL SOCIETY

NOTICE IS HEREBY GIVEN that the sixth Annual General Meeting of the above-named Society will be held at Ashton Town Hall on the 25th day of April, 1980 at 8.00pm. when the following resolution will be proposed:-

That the Huddersfield Canal Society shall be wound-up and shall cease to exist and that the assets and liabilities of the Society shall be transferred to Huddersfield Canal Society Limited.

DATED this 4th day of March, 1980.

By Order of the Committee

Robert Dewey  
Secretary.

By way of explanation members will recall that at the last Annual General Meeting it was resolved to look into the question of forming the Society into a publically recognised charity. After extensive discussions throughout the last twelve months the Committee has decided that the Society should be formed into a Company limited by guarantee and not having a share capital. This is a charitable Company and will be registered with the Charity Commission. The Memorandum and Articles of Association of the Company are at the time of writing almost complete and the Company will be formed by the time the Annual General Meeting is held. It is necessary, however, for the Society to pass a resolution in the General Meeting to formally wind-up the Huddersfield Canal Society and to transfer its assets and liabilities to the new Company. Should the resolution be passed by the members then as far as they are concerned the Society will continue to operate its business under the name of Huddersfield Canal Society, but the framework governing the Society's actions will be run by the Company. Members may well recall the explanation provided in the March, 1979 issue of Pennine Link.

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NEW SHELL FILM

"THE WATER HIGHWAY"

A film entitled "The Water Highway" about Britain's canals and the men who engineered, built and worked them, has been released by Shell U.K. Ltd.

Although today inland waterways are used predominantly for leisure, they were built for work and their origins are amidst the country's industrial areas.

The story begins with the first canal built by the Duke of Bridgewater in 1760 to transport coal from his mines at Worsley into the centre of Manchester.

The film shows canals in various parts of the country and particularly features Birmingham, which can boast more miles of canal than Venice.

It was produced by Random Films Ltd. runs for 32 minutes and is available on free loan, in 16mm film and on Phillips 1500, VHS and U-matic video cassette from the Shell Film Library, 25, The Burroughs, Hendon, London NW4 4AT.

For further information Tel. Rodney Miskin on 061-273-3312 or Poynton (09967)77320.

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## Editorial - publications progress report.

### Tow-path Guide.

Progress is slow but definite headway is being made. I am very pleased with the way it is shaping up, which in no small way is due to the talented artist who is drawing the illustrations. As usual problems have been getting the large amount of material typed, in between Pennine Links, also, to complicate matters at the moment a new addressing system - see below. As material has drifted in, certain gaps have become apparent to me in the overall plan and I am in the process of requesting further copy, so that the end result is as comprehensive a guide as possible.

When the bulk of the material is typed, the working group will be in a position to assess how best to progress. Personally, I consider the quality of the Tow Path Guide to be more important than meeting the original Easter deadline. I will continue to struggle on with our limited resources and publish the guide as soon as possible.

The Short History of the Huddersfield Narrow Canal is duplicated and now requires a cover. This will be on sale for the start of the season.

The Search for Boat Lane is almost ready and in need of a cover. This will also be on sale for the start of the season.

### Addressing System.

The Society has bought a simple but effective addressing cum filing system. This means that the envelopes will be addressed in clear legible type, transferred from each members card with the use of a spirit duplicator. The name and address is taken from the application form, as you, the member, originally wrote it.

## HUDDERSFIELD CANAL FESTIVAL 1980

A canal festival and rally of boats is to be held at Aspley, Huddersfield over the weekend 20/21st September, 1980. It will be jointly run by IWA, HCS and Calder Navigation Society.

Further details from: Tessa Drury, Low Bentley Farm,  
Shelf, Bradford. Tel. Bradford 677148.

Resume of Committee Meeting held on 17th January, 1980.  
Junction Inn, Marsden.

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Reports of Sub-Groups.

- Boats 1) Agreed to make cash offer after seeing Grantham boat, conditional upon out-of-water survey.  
2) Owner found, agreed to offer token sum, spend no other money yet.

Uppermill Civic Trust, Parish Council and Planning Committee all in favour.

Festivals Huddersfield - good attendance at meeting. Going ahead. Tameside 80 - progressing well. Tameside 79 almost finalised. 50,000 sticky labels for use at both Festivals to publicise HCS not approved.

Treasurer's Report given. Treasurer not willing to stand for re-election to this office. Has a replacement in mind.

Correspondence dealt with.

Shell Awards Agreed to progress with signs. Full size layout to be prepared and advice and quotations obtained.

Publicity/Stand Scheme worked out for Golcar Museum. West Side wants stand for COLLAC. Agreed to spend small sum on each. A group to meet to discuss what is needed. Agreed to spend larger sum on refurbishing, hopefully using some professional help.

Policy Sub-Committee deferred until next meeting.

East & West Sub-Committees.

Comment from West Meeting that Committee Reports in Pennine Link too brief - the Editor would welcome comments from members on this point.

Formation of the Company. Last chance for objections. Most of proprietors will not change even if not all on council next year.

Any Other Business. Recommended Mikrons Itinerary be in P.Link.

Continuation of the Uppermill Report.

SECTION D. From tail of Lock 22W to start of infilled section.  
85 yds. 75m.

Treatment of the lock will again be considered in more detail elsewhere, but in simple terms will require the breaking out of the concrete and the clearance of the fill material; the installation of new gates and paddles, and general refurbishment.

The aqueduct, of which the lock is part, appears to be reasonably sound, with only some slight leaking, the majority coming from the drain plug. The arch has sagged at some time in the past, but since the local name has long been 'old sag' this is not a recent phenomenon. It will be necessary to point up the structure to minimise the risk of frost damage and to monitor the structure for any future settlement.

The water level on this stretch is about 1 foot (300 mm) below the normal and the reasons for this will need to be established before any remedial action can be considered.

Some dredging will again be necessary: 500 yds<sup>3</sup> 400m<sup>3</sup>

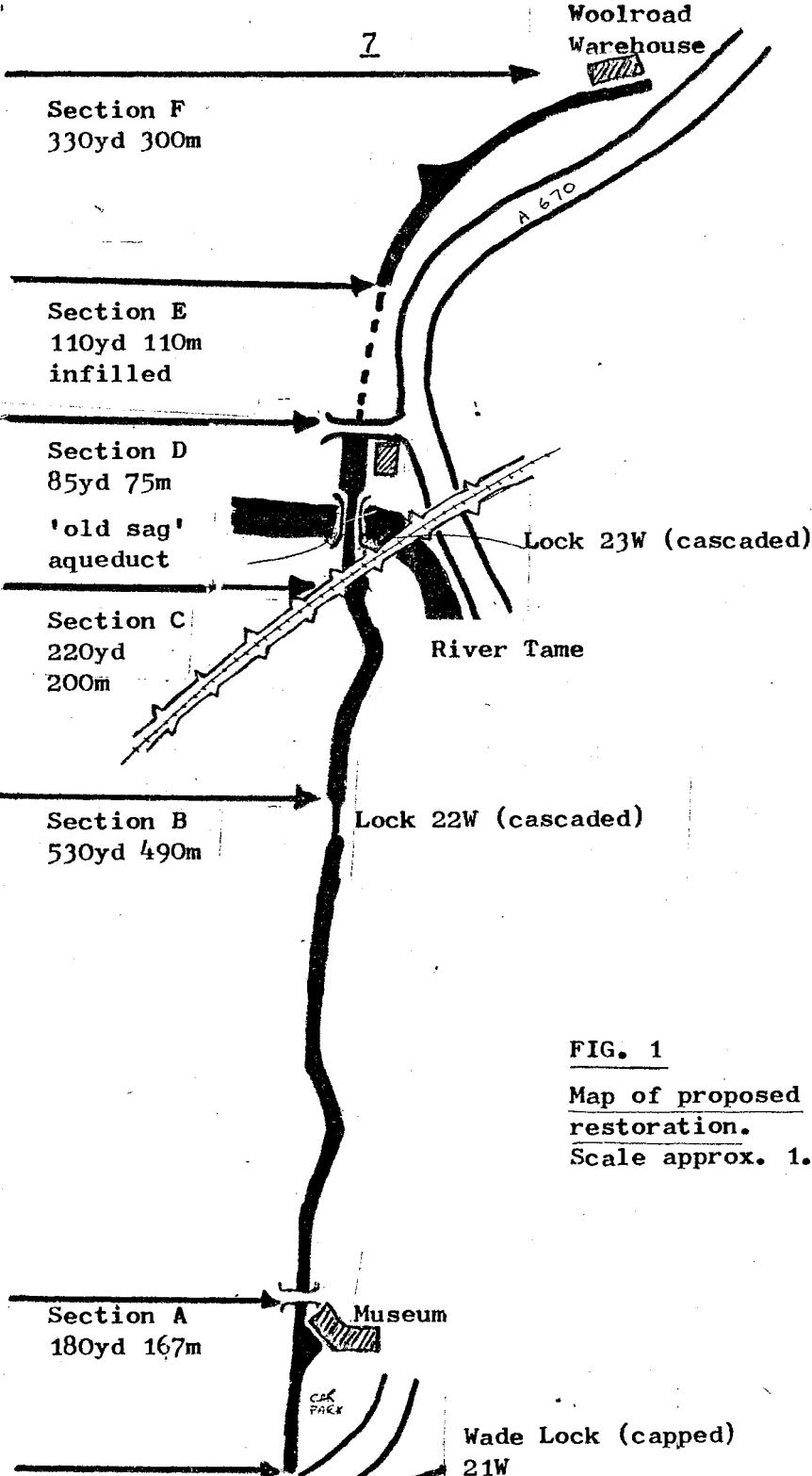
SECTION E. The infilled section - 110 yds 100m.

This short section was culverted when the adjoining A670 was widened and realigned. The road embankment encroached on to the original line of the canal. In addition, the river runs close to the opposite side, leaving a relatively narrow terrace between the road and the river on which to accommodate a new section of canal. It is considered that there is adequate space for a stretch of canal contained in a 10 feet/3 metre wide reinforced concrete channel. This could either be manufactured in precast sections and fitted into the necessary trench or could be case in-situ. Such a structure could adequately carry a navigation channel within the restricted space available. Figure 2 shows the general arrangement of a typical cross-section.

SECTION F. From the infilled section to the A670 crossing:  
330 yds 300m.

This section includes a winding point and terminates adjacent to the Wool Road Warehouse. There are no visible obstructions in this section and the banks are in good condition. Extensive dredging will be needed, particularly by the warehouse and it is estimated that 1300 yds<sup>3</sup>; 1000 m<sup>3</sup> will have to be removed.





**FIG. 1**  
Map of proposed  
restoration.  
 Scale approx. 1.5000

MEMBERSHIP.

I am pleased to welcome the following new members to the Society.

- 602 George Parkinson, [REDACTED]  
 603 David Mytum, [REDACTED]  
 604 Peter Baines, [REDACTED]  
 [REDACTED] [REDACTED]  
 605 Bob Drysdale, [REDACTED]  
 [REDACTED]  
 606 Barry & Sylvia Lister & Family, [REDACTED]  
 [REDACTED]  
 607 Annabel Hermett, & John Alsop, [REDACTED]  
 [REDACTED]  
 608 Laurence Booth, [REDACTED]  
 Hudds.  
 609 Richard & Tina Sterry, [REDACTED]  
 [REDACTED]  
 610 Linda Pickard, [REDACTED]  
 611 Dr. Dorothy Elphick, [REDACTED]  
 612 Philip & Doris Dyson & Family, [REDACTED]  
 [REDACTED]  
 613 Philip & Ruth Chorley, [REDACTED]  
 Cheshire.  
 614 Frank & Cecily Sterry, [REDACTED]  
 [REDACTED]  
 615 Diane Tetlow, [REDACTED]

Does anyone know the new address of John Paton, formerly of [REDACTED]?

Valerie Dewey.

Huddersfield Canal Society at the Market.

Sales Officer Jean Buckley - always looking for new ideas - for the second time took a stall on Hyde Market selling canalware for the Society. Sales were good and all our information leaflets were taken. The day was made particularly pleasant when some of the regular stallholders came over for a chat.

# The Diggle Hotel

DIGGLE · Nr. OLDHAM · LANCs.

Tel: Saddleworth 2741



Your Hosts: MAUREEN & BRIAN CARTER

LUNCHEONS AND EVENING BAR MEALS (MON - FRI)

A FREE HOUSE

BAR SNACKS

SANDWICHES

Small & large collections of old postcards & cigarette cards bought. Also wanted are old photos of Huddersfield Broad and Narrow Canals. Cyril Atkinson, 32 Birmingham Lane, Meltham, Huddersfield. Tel. Hudds. 851223.

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**TEL; HUDDERSFIELD · 33893.**

ESTABLISHED REGULAR DELIVERIES TO THE WEST MIDLANDS,  
BRISTOL, BATH, TROWBRIDGE, EXETER, S. DEVON AND CORNWALL  
AREAS. ANYTHING FROM 1 CWT. UP TO 4 TONS (800 CU. FT.).  
FAMILY RUN BUSINESS. PERSONAL ATTENTION. COMPETITIVE  
PRICES.



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T Shirts - Black with white logo  
White with blue logo  
£2.50 plus 30p post and packing.

Sweat shirts - Black with white logo  
£5.50 plus 40p post and packing.

Please send remittance (inc. p. & p.) payable to HCS with  
order to Jean Buckley (address front cover).

YOU'LL BE SURE OF A WARM WELCOME WHEN YOU VISIT THE

VICTORIANA TEA & GRILL ROOMS

( LICENSED )

123 HIGH STREET

UPPERMILL

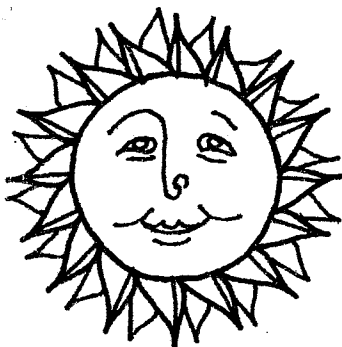
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AFTERNOON TEAS, SNACKS, WEEKEND GRILLS

TAKE OUT OR EAT IN

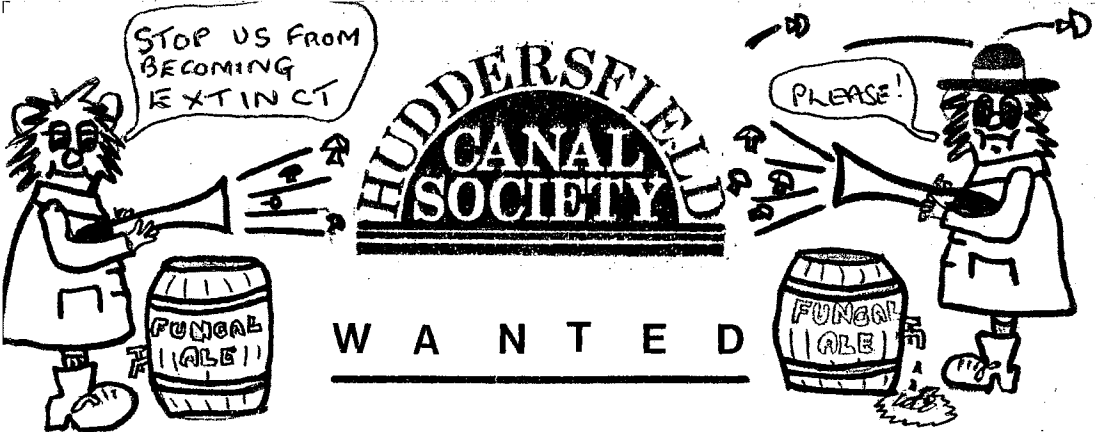
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**CONTACT J BUCKLEY**



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Prices per issue £2.00 per  $\frac{1}{2}$  page  
or £4.00 per full page.

Prices per 6 issues £10 per  $\frac{1}{2}$  page  
(1 year) or £20 per full page.

Please forward your ads with remittance (payable to Huddersfield Canal Society) for 1 or 6 issues to the Editor (address - front cover).

**PUBLICATION OF AN ADVERTISEMENT IN 'PENNINE LINK' SHOULD NOT BE TAKEN TO IMPLY HUDDERSFIELD CANAL SOCIETY APPROVAL OR RECOGNITION OF THE GOODS OR SERVICES ADVERTISED.**

Meeting with Saddleworth Parish Council.     John Maynard.

On Jan. 28th I was invited to address Saddleworth Parish Council to explain our project for restoring a length of the canal in Uppermill.

I arrived some time before the start of the meeting and was able to place a copy of our study and a press hand-out by every Councillor's seat. I also obtained a copy of the Council Meeting Agenda and found I was down as the last item.

After the other business of the Council had been transacted the Chairman introduced the subject of the canal and read a letter to the members from the local angling society objecting to our plan for restoration.

I was then asked to address the Council. I explained the scheme briefly and pointed out that we were only interested at this stage in keeping the Council informed as to our intentions and were not asking for financial support or assistance - this seemed to go down well! - I then explained that we were not a boating society and wished to promote all aspects of canal use and that anglers, walkers and boaters should all be able to share in the enjoyment of a restored canal. After answering a number of questions - one from a Councillor asking us to use a horse drawn boat not a diesel, I replied that BWB had banned towing horses on the towpath! ( I wonder what the anglers would think of this?) the meeting was closed.

I then found that the back of the room was full of anglers between me and the door. We had an interesting debate outside.

P.S. I met some of the Councillors at an entirely different meeting a few days later and they said that they thought I had made a very good impression.

We now have a number of car/boat stickers available to members. These stickers are free but we must charge for postage. If you can make use of one please write to John Maynard (address at back of front cover) enclosing a stamped addressed envelope large enough to take the sticker without folding; or, contact any member of the Committee. The stickers are self adhesive on the back are 370mm x 112mm they are printed blue on white with our logo and the slogan "Revitalising a unique Waterway."

Trip Boat.Robert Dewey.

In December, the Grantham Canal Restoration Society telephoned me to ask whether or not the Society would be interested in buying a trip boat. A brief discussion at the Committee Meeting - together with a look at the picture in Waterways World, August, 1977, indicated that we were indeed interested.

So it was on a cold January morning that five East Side Committee Members met at Chris Farrar's house. When his car had eventually been persuaded to start, we sped down the M1 to Hinckley, south east of Nottingham. We had understood that we had to cross the canal and were looking for a bridge; but the canal is culverted and under the road, which is almost at water level. There at the end of what looked like a lovely village pond was the boat.

It was a muddy walk along the 'towpath' to the boat. I think we were favourably impressed, but the cold meant a hasty retreat to the hostelry opposite. The West Side Committee Members found us there, and when the Grantham members arrived we supped up and went out again.

We had a good look at the boat and a long talk about it, and the problems involved in keeping and running a trip boat. I think it must have been the coldest day of the winter. We agreed to make a formal offer after we had discussed it again in Committee and returned to the cars.

Some of us visited the locks at Chopwell, the canal is dry here. The Grantham Society certainly have an attractive canal but the problems are serious, especially in Nottingham. The Coal Board's Vale of Belvoir proposals will be a terrible blow, let us hope that the canal is not sacrificed to short term expediency for extra energy.

The Boat.

Currently named "Reclaim 33" (previously named "Ace" and owned by Ashby Canal Society.)

Length 14'  
 Beam 5'  
 Draught 18"  
 Seats 12 + 2 crew

Traditional (Scaled down) Narrow Boat style.



MIKRON THEATRE CO.

Prior to their tour on the canals of Britain the Mikron Theatre Co. will be performing a preview of their two shows for 1980. The main show for this year is 'Where's our Cut' featuring the Huddersfield Canal's furry friends the Diggles. This can be seen at the Railway Inn, Marsden on Saturday 3rd May, 1980 at 7.30pm.

This year's new show (as yet untitled) is about canal restoration, and the preview of this is on Friday 2nd May at 7.30pm. (place of performance is yet to be announced) further particulars can be had from Mikron on Tel. Hudds. 845264.

LIVERPOOL CAMPAIGN CRUISE 1980.

The annual Liverpool Campaign Cruise organised by Merseyside Branch of IWA will take place on 10/11th May, 1980. The convoy of boats will leave Lydiate at 10am on Saturday, arriving at Lockfields during afternoon. A second convoy of boats will be travelling from Manchester via the Ship Canal and the River Mersey, arriving at Lockfields on afternoon low tide (weather permitting.) The barge 'Black Abbott' will lead the boats across the river and anyone contemplating the crossing should contact Chris Cheetham 4, Birtle Drive, Astley, Tyldesley, Greater Manchester. Tel. Atherton 870104.

For non-boat owners the Boat Museum plans to have the passenger boat 'Ambush' joining the boats on the journey leaving Hall Lane Bridge near Maghull Station at 10.30am. Anyone wishing to travel on this should send £1.50 per person to Mr. L. Leetham, 7, Victoria Terrace, Liverpool Tel. 051-733-2618. Transport will be available at extra cost, to enable passengers to return to Maghull.

Anyone wishing to enter their boat for this cruise whether via Lydiate or Eastham should obtain an entry form from the Branch Secretary, Mrs. Hilda Bowles, 23, Denbigh Street, Chester CH1 4HL enclosing an s.a.e.

LISTED BUILDINGS IN THE COLNE VALLEY.

Kirklees M.C. are in the process of preparing a new list of buildings/structures in the Colne Valley that are worthy of preservation on grounds of architectural or social merit. Some buildings that have already been suggested to add to the present total of 7 are: The entrance to Standedge Tunnel, the Cottages and (BWB's) Warehouse at Tunnel End in Marsden. If anyone has any further suggestions please can they send them to:

Mr. K. Gibson, Chief Planning Officer, Kirklees M.C., Civic Centre, Huddersfield.

Continuation of Survey of Huddersfield Canal by Robert Whitworth (Sen). Dated 11th August, 1797.

---

Standedge Tunnel.....

There are Three Pits sunk to the Bottom, at the West-End; Five Hundred Yards of the Head-Way drove, and nearly Half of that Arched.

The fourth Pit, which is about Nine Hundred and Twenty Yards from the End of the Tunnel, is within Twenty-five Yards of the Bottom; the Machinery and all Preparations ready to complete it; and, it is presumed, it may be got to the Bottom in about Nine or Ten Weeks.

The Heading to the first Pit is Seventy-four Yards in Length. To the second Pit, One Hundred and Six Yards. To the third Pit, no Heading. To the fourth Pit, which will be Eighty Yards deep, there is Two Hundred and Fifty-four Yards.

The Brun-Clough Pit, will be One Hundred and Forty Yards deep, is sunk Forty-three Yards and a Half, and is provided with sufficient Machinery to proceed, but waits for a Heading bringing up, which is in good Forwardness, and will take off the Water, and work the Engine to Fifty-three Yards deep, which there is a possibility, may be under all the heavy Springs.

The Engine Pit, at Red Brook is One Hundred and Thirty two Yards deep, and is yet to sink Twenty-eight Yards more, which is expected to be done in about Ten Weeks-- The Bye Pit, is sunk Ninety-seven Yards deep.

The Heading to these Pits is One Hundred and Sixty-eight Yards in Length, and Twenty-eight Yards deep.

Heathy Lee Pit sunk Fifty-five Yards, and a Heading, Two Hundred and Thirty-three Yards, driven to it, at Twenty-seven Yards deep.----This Pit is at present given up, on Account of the great Quantity of Water.

This I have known to be the Case many Times, where I have been concerned, particularly in the Tunnel now making upon the Hereford and Gloucester Canal; and also upon the Tunnel now making upon the Netherton and Sally-Oak Canal. The Committees of both these Canals were, at first too parsimonious in providing the proper Engines to clear the

Water, by which a great deal of time has been lost; but since the proper Fire-Engines have been erected, they find no difficulty about the Water; but the Difficulty of running sand and bad Ground remain, which you are not likely to be troubled with here; your Ground is good, and I think there would be no Difficulty in placing a Fire-Engine here, to sink the Pit to the Bottom; from which the Tunnel may be drove each way.

By fixing the Pump-Trees in one Corner of the Pit, the Earth or Shale may be drawn up, and the Stone and Mortar may be let down, without the Expence of sinking a bye Pit for that purpose.---This is done in the two Canals above-mentioned.

The Pit under Pule Hoyles, which is to be One Hundred and Sixty Yards deep, is sunk Seventy-three Yards, and a Heading, bringing up Three Hundred and Sixty-six Yards at Sixty Yards deep; and all the Machinery provided to finish the Pit, as soon as the Level can be brought up.

The Pit upon Pule Hill, to be One Hundred and fifty-six Yards deep, is sunk Seventy-six Yards, and is bored down to the Tunnel, to let off the Water; a Heading is brought up to it, of Two Hundred and Seventy Yards in Length, Taking off Forty-nine Yards of Level. The Water Engine and Reservoir are completed, to sink the Pit to the Tunnel, and draw up the Tunnel Measure when down.

The Middle Pit on Pule, is down to the Tunnel, where the Measures from the Tunnel are now drawing up by a Water Engine: This Pit is Eighty-five Yards deep.

The Eastermost Pit upon Pule, was sunk to the Tunnel, and used to draw the Measures; it is now done with, and filled up; the sinking of this Pit might have been dispensed with; but I do not mean to say the whole Expence of it might have been saved.

The Tunnel, at the East-End is drove Seven Hundred and Six Yards, and is arched to the second Pit or middle Pit on Pule, Two Hundred and Twenty-eight Yards in Length.

This I believe to be a true State of the Tunnel, and of the Preparations and Machinery for Carrying on this great Work; which has certainly been very expensive, though I think not more so than necessary, if we except the Brun-Clough Pit, where some extra Expence may have been incurred.

Letter to the Editor from Mr. D. Goodwin of Desborough,  
Northants. 19th January, 1980.

Remembering your interesting articles on the Horse-paths over Standedge, while reading Alan Blowers book 'British Railway Tunnels' I came across information on the Standedge bores and shafts which you may not have seen. Mr. Blower notes... 'The first (railway) tunnel closely followed the line of an existing Canal Tunnel from which a number of transverse passages were driven to the site of the tunnel headings. These connections to the Canal Tunnel, about 12 in number, each about 9' wide, greatly facilitated the removal of the spoil most of which was taken away by barge.. It is reported that the builders employed a fleet of 25 boats for conveyance of spoil and materials and 4 steam boats.'

I have seen references in 'Pennine Link' (and elsewhere) to this short-cut method of working, the point being that the Canal Engineers had to sink each of their additional work-access shafts all the way down from the surface - the penalty of being the pioneer!

Along with other data on the railway tunnels, the book concludes with this comment on the area... 'While there are no shafts built directly over any of the 3 railway tunnels, there are however 8 shafts built over the old Canal Tunnel. The shafts are as follows:

<u>Shaft No.</u>	<u>Name</u>	<u>Approx. distance from Diggle End.</u>	<u>Dia.</u>	<u>Depth to Rail Level</u>
1	Cote Pit or Tittlers	39 Chains	8'6"	249 ft.
2	Brunn Clough	64 Chains	20'0"	468 ft.
3	Number Three	Im. 47 Chains	18'0"	561 ft.
4	Red Brook No.1	Im. 53 Chains	7'6"	545 ft.
5	Red Brook No.2	Im. 53 Chains	8'6"	540 ft.
6	Flint Pit Old Shaft	2m. 9 Chains	10'0"	522 ft.
7	Flint Big New Shaft	2m. 14 Chains	18'0"	534 ft.
8	Pule Hill	2m. 56 Chains	12'0"	505 ft.

Shafts 1, 2 and 3 each have brick protection walls above ground of 12 ft. 15 ft. and 15 ft. respectively. Shafts 4 and 5 are at the same location and are protected by an old stone building. Shafts 6 and 7 are surmounted by 16 ft. high brick protection walls, whilst shaft number 8 has a 13 ft. high protection wall of stone and brick.

The book was first published in 1964, whether these details are still correct today, or indeed whether they can be easily seen from the paths over the top I do not know. If you print this in the magazine perhaps you could add your own up to date comment.

P.S. I include the following information for the sake of completeness, kept separate to avoid confusion.

Further on working methods, another book by Gosta E. Sandstrom 'The History of Tunnelling' published in 1963, says of Standedge 'At four places in the Tunnel were so-called 'wides' where two barges could meet. They were called Brun Clough, White Horse, Judy and Red Brook.'

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Editor.....As far as we can recall the exterior buildings of the shafts remain unchanged.

### Huddersfield Canal Society Exhibition at Colne Valley Museum.

We are staging an exhibition at Colne Valley Museum (Golcar) from 1st to 23rd March and would like to see as many members as possible.

On display there will be a tape/slide show, a redesigned exhibition with the Digges telling the story of our canal. A few rare items from the BWB Depot in Marsden, our sales stand (please buy lots) and a quiz about the exhibition, the winner of which will receive a 'Huddersfield Narrow Canal' Brass plaque. We have also taken the opportunity of sending invitations to local Councillors in order to enable us to explain to them how beneficial a restored canal will be.

Heyrod Residents Assn. and the Huddersfield Canal Society  
present

.....THE OLDHAM TINKERS.....

In Concert at the George Lawton Hall, Mossley, Ashton-under Lyne, on Friday 21st March, 1980 from 8pm - 12. There will be pie and peas available, refreshments and a Licenced Bar (with extension)

Tickets available from Hazel Maskell, 19, Quick View,  
Hey Farm Estate, Ashton-under  
Mossley, Lyne.

s.a.e. please.

Price £1.50 each.

Letter to Editor from M.A. Handford of Hinckley, Leics.

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I am sending you a copy of an article I wrote recently for the newsletter of the Stroudwater, Thames & Severn Canal Trust which you are very welcome to use. Have you ever thought of a HCS organised holiday on something like this? I can arrange it for members if they are interested.

#### A HOLIDAY TO REMEMBER.

There is no doubt about it. The French canals are superb and make an unusual and fascinating holiday for anyone interested in waterways. We shall certainly go back again. And for less than £40 a week each it is cheaper than staying at home.

There is for a start the marked contrast with British canals. In France the canals are invariably well maintained and have friendly keepers at most locks only too delighted to work the locks and supply you with fresh garden produce. The lack of a common language and our own hazy knowledge of French proved no problem as local people enjoyed practising their broken English and helping our faltering pronunciation. The other contrasts include the weather - the sun blazed down for almost the entire fortnight - and the excellent choice of inexpensive food. And what food! There are wines (at 40p a litre) cheeses and pates which make enjoyable and easy picnic lunches on deck. Even meals out at cafes and restaurants were both reasonable and appetising. We fed ourselves well and ate out two or three times for about £12-£15 each a week.

The boat we hired was a well converted nine berth ex River Avon grain barge, the 'Pisgah' which had a large and comfortable saloon, dining room and kitchen, four double and one single cabins, shower and toilet as well as acres of deck space for sunbathing. At the height of the season it cost us less than £40 a week each and that included the services of a friendly skipper (from Birmingham) with a weakness for bacon and eggs which he fried up in his own self contained cabin separate from the main accommodation. If hirers prefer, the crew can provide breakfasts and probably lunches but these are so easy with French food it hardly seemed worthwhile to us. Nevertheless, with meals out in the evening at reasonably priced cafes, the boat can be used as a hotel boat if required.

Our journey of discovery began near Nevers on the Loire Lateral Canal with regular glimpses of chateaux through the trees. From Decize we joined the secretive and beautiful Canal du Nivernais climbing through cornfields and woodlands to the summit at Baye where several large lakes feed the canal. The narrow summit pound is not usually wide enough for two boats to pass but with the end of commercial traffic there was no need to wait. We passed through a succession of deep limestone cuttings and short tunnels hidden away from the public gaze. Huge banks of blackberries among the tree lined cuttings proved irresistible. Emerging from the last of the three short tunnels we began the long descent to the River Seine at Fontainebleau through delightful Burgundian countryside.

About a decade ago the Canal du Nivernais was threatened with closure as the small locks proved unsuitable for modern sized commercial boats. Afraid of losing their canal, towns like Clamecy built luxuriously appointed showers, toilets, shaver points and baths on the canal side to encourage pleasure traffic. Now there is a light but growing interest in holidays on this canal - mostly British and Americans - and in another decade it could easily become one of the most well loved cruising grounds in Europe. So far the French had not really thought of using their canals for pleasure and still stand slightly puzzled but interested at the sight of 'les Anglais' using them and having a marvellous time. But it is obvious the idea interested them and it is only a matter of time before they join the overseas visitors on their own canals.

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So my advice to anyone interested in the details of the boat we hired is to write to me: Michael Handford, 6 Spa Lane, Hinckley, Leics. LE10 1JB or Tel.0455 611508 or at Studio Flat, 52, Park Street, Bristol, BS1 5JN tel. 0272 297587. A stamped addressed envelope much appreciated.

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ED .. West Side Members of HCS did organise a canal holiday in England last year, and in spite of many hitches, enjoyed themselves. I'm sorry I did not have the space in earlier issues to accomodate their account of their holiday.

## D I A R Y

ALL HCS Members are welcome to these meetings.

- March 1st for month HCS Exhibition at Colne Valley Museum, Golcar.  
March 6th 8.00pm. East Side The Albion, Longroyd Bridge, Hudds.  
March 12th 8.00pm. West Side Tollemache Arms, Mossley.  
March 21st 8.00pm. Oldham Tinkers Concert, George Lawton Hall,  
Mossley, Ashton-under-Lyne.  
March 26th 8.00pm. +HCS/PFCS "Shropshire Union Canal"  
Peter Whitehead.  
April 3rd 8.00pm. East Side Four Horseshoes, Milnsbridge, Hudds.  
Film Show - John Maynard.  
April 9th 8.00pm. West Side Old Hunters Tavern, Stalybridge.  
April 10th 8.00pm. HCS Social Meeting - Venue to be arranged.  
April 23rd 8.00pm. \*"Birmingham Canals" Mr. J. Taylor (BWB)  
April 25th 8.00pm. AGM at Ashton Town Hall.  
May 1st 8.00pm. East Side Wharf Hotel, Aspley, Hudds.  
Anyone wishing to walk, visiting local canal  
sites of interest please meet 7.00pm. at  
Polytechnic cranes.  
May 2nd 7.30pm. Mikron Theatre Co. Venue to be announced.  
May 3rd 7.30pm. Mikron Theatre Co. Railway Inn, Marsden, Hudds.  
'Where's our Cut'  
May 14th 8.00pm. West Side Fox Tavern, Ridge Hill Lane,  
Stalybridge.  
May 17th Kirklees Mayor's Parade HCS Float.  
May 24th Mossley Carnival HCS Stand  
May 28th 8.00pm. \*HCS/PFCS End of season matters.  
June 5th 8.00pm. East Side The Railway, Marsden, Hudds.  
Anyone wishing to walk around canal please  
meet at 7.15pm. at 'Railway'  
June 7/8th Railway & Transport Exhibition, Grange Arts Centre,  
Rochdale Road, Oldham, Lancs.  
June 11th 8.00pm. West Side Old Hunters Tavern, Stalybridge.  
July 5th Slaithwaite Carnival HCS Stand.  
July 9th 8.00pm. West Side Contact West Members for venue.  
July 26/27 Tameside Canal Festival  
Aug. 13th 8.00pm. West Side Hunters Tavern, Stalybridge.  
Aug. 16/17 Oldham Show. Alexandra Park, Oldham.  
Aug. 17th Diggle Pete  
Sept. 6th Marsden Festival  
Sept. 20/21 Huddersfield Canal Festival.

+ HCS/PFCS Meeting King Street Baptist, Church Hall, Oldham.

\* HCS/PFCS Oldham Community Centre, Greave Street, Oldham.

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The Diggles ©1979 Huddersfield Canal Society

Articles may be produced in allied magazines without prior  
reference, providing the source is acknowledged.