

PENNINE LINK

No.67

Jan/Feb 1986



FREE to Members

25p

Chairman	David Sumner	54 High Lea Road, New Mills, Stockport, Cheshire SK12 3DP. Tel: New Mills 45485
Vice-Chairman	Trevor Ellis	20 Batley Avenue, Marsh, Huddersfield, West Yorkshire HD1 4NA. Tel: Hudds 534666.
General Secretary	Robert Dewey	38 Paris Road, Scholes, Huddersfield, W. Yorkshire HD7 1UA. Holmfirth 685022.
Treasurer	Mrs Susan Bradbury	Shaw Clough, Pinfold Lane, Scammonden Huddersfield. Tel: Hudds 842823.
Sales Officer	Jean Buckley	37 Edward Street, Oldham, Lancs OL9 7QT. Tel: 061-624 4881.
Publicity Officer	David Wakefield	5 Southgate, Honley, Huddersfield HD7 2NT. Tel: (0484) 665588.
Editor	Sue Gibson	14 Simmondley New Road, Glossop, Derbys SK13 9LP. Glossop 64031.
Press Officer	Alec Ramsden	16 Edgemoor Rd, Honley, Huddersfield. Tel: Hudds 662246
Projects Officer	Keith Gibson	27 Penistone Rd, New Mill, Huddersfield, Tel: Holmfirth 681245
Boat Officer + East Side Chairman	John Morley	82 Britannia Road, Golcar, Huddersfield, Tel: Hudds 655951
Plant Manager	Dave Irving	416 Blackmoorfoot Road, Crosland Moor, Huddersfield, W.Yorks HD4 5NP.
West Side Chairman	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancs. Tel: Chorley 65786.

Non-Council Posts

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Membership Secretary	Mrs Val Dewey	38 Paris Road, Scholes, Huddersfield, W.Yorks HD7 1UA. Holmfirth 685022.
East Side Secretary	Mrs Anne Crosland	44 Marina Terrace, Golcar, Huddersfield, W.Yorks HD7 4RA. Tel: Hudds 659748.
Sheffield Branch	Joyce & Phil Calverley	25 Wulfric Road, Eckington, Sheffield, S.Yorks S31 9GE. Chesterfield 432140.
Press Cuttings Officer	Neil Frazer	84 Broomfield Road, Marsh, Huddersfield, W.Yorks HD1 4QD.
Stamp Officer	Brian Grant	Elland W.M.C., Roseberry Street, Elland, W.Yorkshire. Tel: Elland 70613 (home).

Cover photo: shows material washed out by the burst water main on Wakefield Road (see page 3).

Photo: Bob Dewey

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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Editorial

May I on behalf of the Council of HCS wish you all a Happy New Year. Dates have now been set for some of the 1986 HCS activities, details where they are known are in Pennine Link with dates included on the Diary page.

We're planning a Boat Gathering at the Wakefield Road/Huddersfield Polytech site to celebrate the re-opening of Wakefield Road Bridge, this of course is causing much excitement. If 1985 has been the year of Wakefield Road could it be that 1986 is the year of Stalybridge? Let's hope so!

SUE GIBSON

One of our Society's founder members and past chairman John Maynard has retired from Council. John became our first chairman at the inaugural meeting of the society on 19th April 1974. It took a 'foreigner' from the London area to realise the potential of the Huddersfield Narrow Canal and join the campaign from its inception. John joined Margaret Sinfield and Bob Dewey aboard 'Elizabeth B' in Aspley Basin, Huddersfield for pre-inaugural meetings, was elected chairman and remained at the helm until 1979. During his five-year term of office John established links with all the local authorities and moulded the Society into a responsible pressure group. Right from the start the Society campaigned to restore the canal for the benefit of all the community.

In 1977 John was Treasurer of the first Huddersfield Festival. He proposed that the Society acquire a trip boat and later became Captain Maynard when 'STAN' was launched. His rapid elevation to Admiral of the Fleet followed upon the acquisition of 'Benjamin Outram'. John has involved himself in all aspects of the Society's work. I have seen him in the bottom of an empty Dungebooth Lock, some wag asked why empty? He has taken part in many sponsored walks,

manned our sales and exhibition stands, rewired and installed heating in Tunnel End Cottage, given talks and film-shows to members and the public and perhaps more significantly imparted his wisdom at council meetings tempering our youthful enthusiasm with his sagacity.

John is our first life member. He is canny, he probably worked out the economics of his investment on his home computer! He has been on record for predicting 1994 as the date of the re-opening of the canal to through navigation. We have eight years to fulfil this prophecy and I promise that you, John, will be on the leading boat through Standedge Tunnel.

We will continue to push for full restoration by 1994. In 1986 you will see new gates on locks in Stalybridge, the results of our engineering feasibility study on Stalybridge will be published, the infilled section in Uppermill will be navigable, we shall have re-excavated Locks 31 and 32 West, the Marsden to Slaithwaite section will be almost complete and Wakefield Road Bridge will be open to navigation. It has taken just twelve years to achieve all this from the date of the public meeting in Huddersfield. Thank you John on behalf of the Society. Enjoy your retirement.



Photo by W.T. Robbins taken at the re-launch of 'Stan' in March 1983. John Maynard seen on bank with towrope.

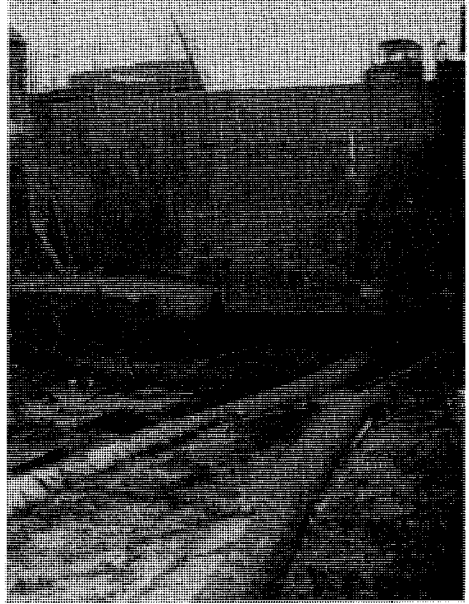
Work at Wakefield Road races ahead

If I'm feeling depressed I've only got to pop down to Wakefield Road for a boost, its exciting to see the rate of progress, to see a passage being created under the road. The huge concrete box sections are arriving regularly and at the last count about a dozen were in place, taking the 'bridge' approximately $\frac{1}{3}$ the way across. The culvert runs parallel to the old bridge which is revealed as the excavations proceed.

The engineer seems confident that the culvert will be navigable before the end of March, we have to keep our fingers crossed that they don't find any more uncharted water mains as they did at the start (see photo).

As celebrations of the (projected) completion of the culvert, it is hoped to have a boat gathering on the polytechnic site. The suggested dates are May 17/18th to tie in with the annual polytechnic open day. It is essential that as many boats as possible turn up (sorry if your boat exceeds 8 feet in width, we can't get you onto the site but you'll be welcome in Aspley Basin.

BOB DEWEY



Day 1 showing old pipes under Wakefield Road and temporary pipes in foreground.



Photo showing the first culvert a few days later.

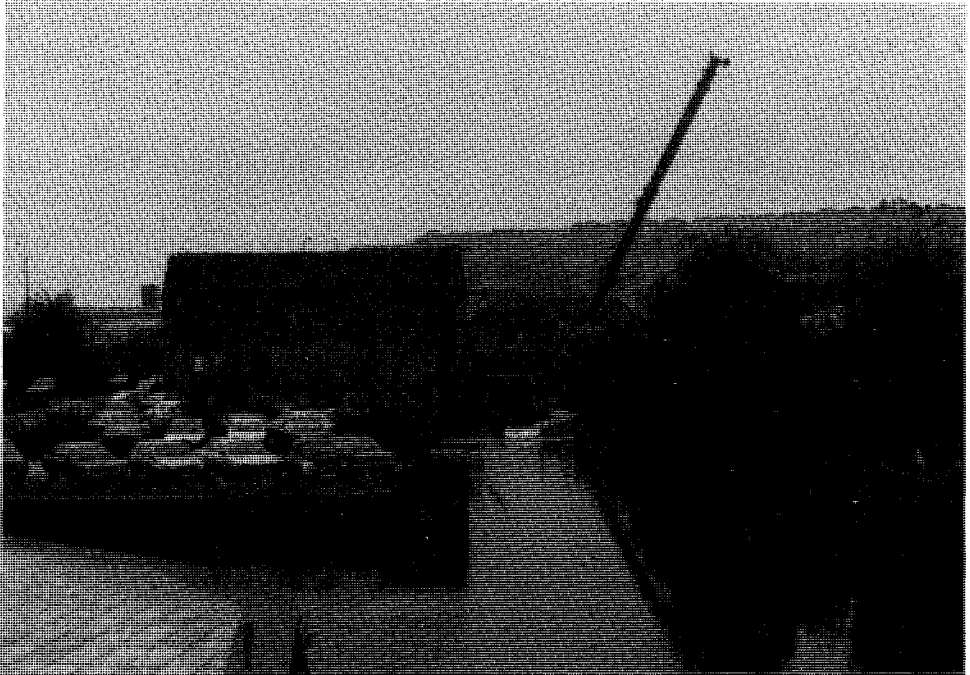


Photo showing the first culvert viewed from the other side.

ADVANCE NOTICE OF THE SIXTH A.G.M. OF THE HUDDERSFIELD CANAL SOCIETY LIMITED

The sixth Annual General Meeting of the Huddersfield Canal Society Limited will be held on Friday 25th April 1986 at 8.00 p.m. A detailed agenda and formal notice will appear in the next issue of Pennine Link.

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Photo courtesy of the Yorkshire Post Newspapers Ltd.

Who says that fishermen and boaters don't get on?

When Slaithwaite and District Angling Club members complained that their chances of getting a bite on the "narrow" in Huddersfield were being hit by rubbish in the canal, Countryside Ranger and former H.C.S. official Dave Finnis decided on a long-running clean-up campaign — and, of course, H.C.S. members were early volunteers.

A start was made at Longroyd Bridge and a surprising variety of lumps of flotsam and jetsam came to light when a stretch of canal was drained and the dirty work began.

Seen handling the find of a tricycle are Andrew Haigh and Hugh Roberts while in the background getting down to the hard, nitty-gritty of cut cleaning are Sidney Holgate and, of course, H.C.S.'s most dedicated navy, Dave Irving.

Longroyd Bridge was the starting point with Dave Finnis' aim to get to Milnsbridge — sometime. Anglers and members of the Keep Britain Tidy group were also involved in the long-term operation.

H.C.S. Secretary Bob Dewey pointed out that restoration work was now moving along fast on the "narrow" and he added "When we heard about the anglers' complaints we were happy to join in and help. After all a cleaned up, renovated canal is an amenity which everybody can enjoy".

PENNINE LINK
Press Date
1st February 1986

Dear Editor,

I am writing to say how delighted I am at the work which is being carried out on the HNC, especially at the Wakefield Road Bridge in Huddersfield.

I have watched the progress being made by the workmen to re-open the bridge on several occasions and I am always inspired afterwards, because it is great to see some action being applied to the bridge after about three decades of being filled in and culverted etc.

It is also great to see the work being carried out, because it brings confidence into other road blockages on the canal.

I am sure that other HCS members in the Huddersfield area will agree.

Finally, when the bridge is once again open to navigation, I think that something should then be done to open the warehouse at the side of the bridge. With the warehouse being one of the oldest in the North of England, I feel that it would bring more tourists to see the HNC.

Yours sincerely,
SHANE WILKINSON
10 Popley Butts, Meltham,
Huddersfield

Dear Editor,

May I refer to Brian Minor's letter to you, published in the November/December issue of Pennine Link, regarding the kitchen facilities at Tunnel End Cottages.

I would remind HCS Members that the County Council agreed to undertake the renovation of the cottages when the Society was experiencing difficulties and the intention was to create a combined canal and countryside centre with kitchen facilities to enable the volunteers who manned and used the centre to "brew up". There was never any intention of providing a more elaborate kitchen although we are installing a 4 ring hob which should improve the situation.

J.G. CLEGG
WYMCC Recreation Officer

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11th-13th July

Our President this year will be Mrs Barbara Castle MEP, who did much, as Minister of Transport, to halt the neglect of the waterway system and who has been a good friend to the Huddersfield Canal Society for many years. We are delighted that she will be there to preside at the Opening Ceremony.

The 1986 Festival will be held as usual during the second weekend in July, starting on Friday, 11th with a Folk Concert consisting of four groups presenting a wide variation in style and content. On Saturday, 12th entertainment will start at lunchtime and will continue throughout the day with enough variety to suit (we hope) every taste. There will be a Brass Band, the Saddleworth Morris Men, Ukranian Dancers, two children's entertainers and a Fun Fair. In the evening, we are presenting the Hot Spa Stompers Jazz Band and a lively duo 'The Likes of Us' who dispense traditional Lancashire humour. Sunday morning opens with a simple church service that is always well attended by those of us in residence on site. The Sunday mixture is the same as Saturday with one or two variations. The Warehouse on Portland Basin, destroyed by fire 11 years ago, is being rebuilt by Tameside Borough Council who are to be congratulated at seeing the potential of the site and for their efforts in turning the whole Basin area into a place of beauty. The Warehouse will house a Museum and a restaurant/hotel when completed.

We are hoping that the record entry of 53 boats at the 1985 Festival will be surpassed and early indications are very favourable. Boat entries are being handled by: *Vince Willey, 31 Middle Green, Ashton, Tel: 061-330 9810.*

He will be delighted to send an entry form and full details to any boater who would like to join us. The boat entry fee also gives free admission to all events

for the boat crews. There will, of course, be a presentation plaque.

In 1985 we had nearly 100 trade stands most of whom reported satisfactory business and intended to exhibit again in 1986. Space is limited; an early application makes sure of a pitch. Contact: *Trevor Harvey, 24 Woodside Street, Carrbrook, Stalybridge, Tel: Mossley 5963* for details of costs.

We are always looking for volunteers to man the gates, move equipment, put up (and take down) tents and the one-hundred-and-one other jobs that crop up. If you are a willing volunteer (or unwilling, for that matter, we are not proud!) contact our Manning Officer: *Joan Harvey, 24 Woodside Street, Carrbrook, Stalybridge, Tel: Mossley 5963.*

Any further queries will be given a sympathetic ear by the Chairman, Brian Minor, though he cannot guarantee an answer every time! Brian can be contacted on: *061-789 4867* during working hours.

Romance has blossomed amongst the Reports and Minutes of the 1985 Ashton Canals Festival Committee. Lyn Grainger and Malcolm Fraser-Smith who have organised the trade stand side of the Festival for the past couple of years, decided, as they work together so well, to make the attachment final.

On Saturday, 30th November 1985 they were married at Stockport Registry Office and for their reception, naturally decided on a canal cruise! Utilising the fact that fellow committee member, Roger Sharp, operates the trip boat 'Judith Mary' from Whaley Bridge, the party of family and friends (including the rest of the committee) set off for a trip on the beautiful Upper Peak Forest Canal. The health of the Bride and Groom was drunk and the wedding breakfast eaten inside with the ever-changing vistas of the lovely Derbyshire countryside outside.

Visitors figures soaring

Extract from Colne Valley Chronicle, Friday 1st November.

But now several signs have been erected in Marsden, and on the main A62 road, making it much easier for motorists, cyclists and pedestrians to get there.

A FORMER tunnel keeper's cottage in Marsden has become a successful canal museum, attracting thousands of visitors every month.

"People now know where the centre is, and the visitor figures have increased dramatically as a result", said Colne Valley Warden David Finnis.

The centre, containing displays and articles associated with the heyday of canals, was not easy to find when it first opened.

Tunnel End Visitor Figures 1985

January	279
February	591
March	633
April	1886
May	1826
June	1981
July	1788
August	2526
September	3500

Nestling in the shadow of the Stand-edge rail and canal tunnels, the water-side centre is certainly off the beaten track.



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Contact: *Waterway Recovery Group. Malcolm Bridge, 3 Heather Bank, Littleborough. Tel: 0706 78582*

On the ground we do not appear to have made a great deal of progress since the last edition of Pennine Link. We have managed to clear the whole length of the bywash weir at Lock 31W adjacent to Ward Lane, the condition of this was, to say the least, disappointing, and we are faced with a major re-building job, complicated by the fact that much of the material has been lost. It also looks as if we will have to cover the channel over due to the track which crosses the site.

dismantle the site to the extent that we have every time could achieve nearly as much as a year of odd weekends.

An important step forward, both for the camp and to minimise our time wasted, was the arrival on site of a container for use as a site store, This had to be winched across the field in less than ideal weather conditions, but is now close to Lock 32W.

One item of good news is that we are to host the Waterway Recovery Group's Summer Workcamp between 5th July and 26th July. Providing we can complete the bywash and other necessary preparation, the workcamp should make a great impact on the locks. Twenty-one long summer days, without the need to

Once again I must stress the need for more volunteers. No experience is required, and even an occasional weekend would be welcome. We intend to persevere with the first and third weekends in the month. Ring me on Huddersfield 534666 (note slight change of number) for further information.

TREVOR ELLIS



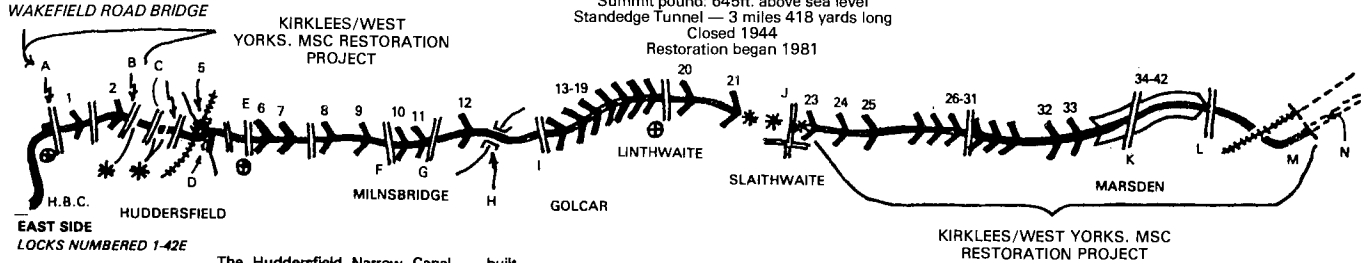
Photo showing the container at Diggle being winched into place.



Photos of Lock 31W by Bob Dewey

The Huddersfield Narrow Canal – built 1793-1811
 Engineer: B. Outram
 Length: 19 1/4 miles

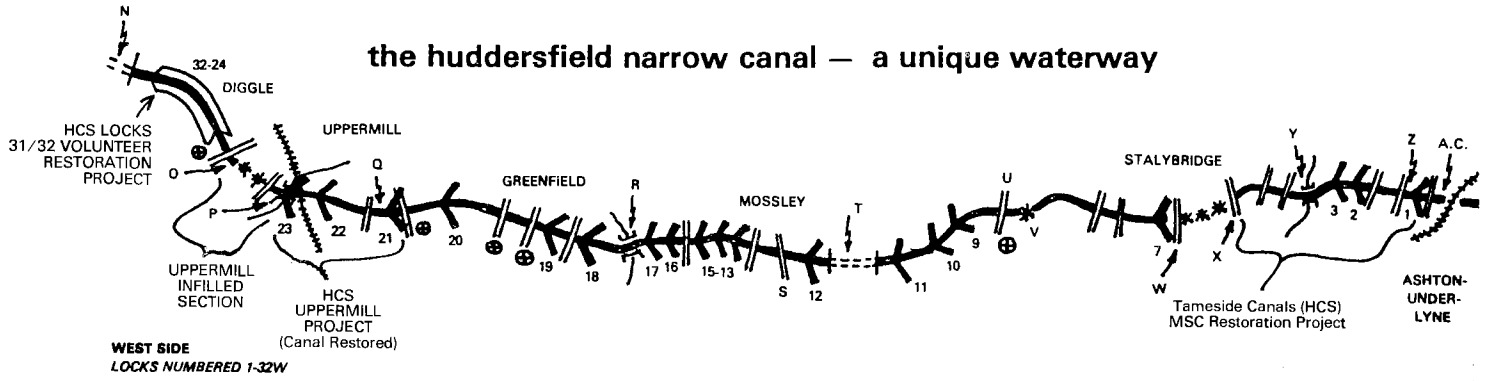
Summit pound: 645ft. above sea level
 Standedge Tunnel — 3 miles 418 yards long
 Closed 1944
 Restoration began 1981



The Huddersfield Narrow Canal — built 1793 — 1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 1/4 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.
 H.B.C..... Huddersfield Broad Canal
 A.C..... Ashton Canal
 A..... Wakefield Road
 B..... Queen Street South
 C..... Manchester Road
 D..... Paddock Foot Aqueduct
 E..... Stoney Battery
 F..... Market Street

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum
- R..... Royal George Aqueduct
- S..... Egmont Street
- T..... Scout Tunnel
- U..... Grove Road
- V..... Hartshead Power Station
- W..... Mottram Road
- X..... Bayley Street
- Y..... Stalybridge Aqueduct
- Z..... Whitelands "Tunnel"
- *..... Infilled sections
- +..... Culverted or lowered bridges

the huddersfield narrow canal — a unique waterway



The Diary of a Reluctant Mariner

The story so far. Anne and Ken with Simon 17 and Sarah 11, two school-friends and, of course, William the dachshund, are partway through their third canal holiday. They are at Market Drayton on the Shropshire Union Canal, heading North on the final leg of the Four Counties Ring. For company they have a mad crowd of ex-Didsbury collegetees in "Turner". It is April 1982. — Now read on!

Day 6, Thursday. Sailing time, 10 hours. Destination Church Minshull, 24 locks, 17 miles, sunny and cloudy by turns but very, very windy and cold.

Set off at 8.00am, Turner beating us by quarter of an hour — they must have constitutions like oxes. Very cold but sunny. A great many locks but in super condition (visually and technically). First flight of five at Adderley absolutely spick and span — a real credit to the lock-keeper. Then another twelve at Audlem Locks. I walked the lot — good exercise and two grown lads to do the hard work. Stopped at Audlem to do some shopping and take water — nice village. Visited canal shop (Audlem Mill). Absolutely terrific but a bit pricey — I'll get my own windlass somewhere else. However bought Pearson's "Cheshire Ring" to study before next year (we're using Pearson's 'Four Counties Ring' and it is an excellent guide).

Didn't stop for lunch — had it on the go to have a stop at Nantwich. Had a look round with Ken — changed so much since my schooldays (haven't we all!). Much better now, not so tatty (aren't we all!). Called at the boatyard for a pump out. This yard is on the top of an embankment and the wind was blowing a gale. "Back 'er in 'ere", said the man, "'t pump out's over theer". He pointed to a rickety jetty sticking out at right angles from the boatyard wharf.

Since reversing a narrow boat is difficult enough in a straight line, and impossible through 90 degrees, Ken decided to "rope" it with the help of Simon and Simon. The boat went backwards and S and S pulled the sharp end round, from the bank. Ken steered, best he could, then leapt ashore to pull the back end in the opposite direction. This involved walking round a corner in the wharf and the boat was 18 feet away. Unfortunately the stern rope was only 16 feet long and as Ken tried to jump across the corner the rope tugged him neatly sideways and he was IN — up to the neck! That canal had a rubber bottom — before I could even laugh he was on the side again, hardly wet (well, perhaps he was), cap and pipe still in place. An event that will go down in the family history. Not so cocky now about his boatmanship!

Set off again about 3.30 after HE had dried out himself and his pride — passed the end of the Llangollen — very strong winds make mooring so difficult. At least it is fine and the sun is shining. Stopped at Mike's Marina at Barbridge Junction for a floorcloth (how exciting this diary is). Back on v. familiar territory now.

"Turner" turned up behind us — thought they had missed the turning into Middlewich Branch and set off for Chester but, no, they had had more sense than us at Nantwich and gone into the (ex-) British Waterways Boatyard, out of the wind, for their pump out.

Still lovely countryside but Shropshire nicer. Followed a heron for a bit, and made Church Minshull by 5.30 after buying this year's apple pie at Cholmondeston Lock.

Children walked into village to the phone while I made dinner. Snowing at home. Watched Kenny Everett and then walked to the pub to meet Paul, Andy,

PENNINE LINK

Jenny, Val, Janice and Sandra (the Turner crowd). Had a super time and went back to their boat for coffee. Bed late! Last full day tomorrow — pity.

Day 7, Friday. Sailing time 6¾ hours, Destination: Anderton Lift, 6 locks, 20 miles, cloudy and drizzle.

Set off at 9.00 (lie-in!) with a slight drizzle — no signs of life from Turner (no stamina!). Drizzle died down — stayed outside all the time — scenery a bit flat and uninteresting. Made good time to Middlewich and reached the end of the flight by lunch time. Had fish and chips. Turner caught up with us just before we left and Janice, Val and Sandra came on board for a look round — were v. impressed and most probably will take a Premier boat out next year. Locked the "Big Lock" with another P.B. (Stanley Baldwin — who was to be eventful in our lives in 1985!) — managed to overtake them when they moored up. It seems strange to us now, to watch people stopping along the canal to let the lockers back on board. We are now clever enough to do it the way the boat people did — immediately the other side of the lock-gate.

Spent afternoon packing up and cleaning. Amazing how much food we have eaten this week. Won't take long to sort out tomorrow morning. Making for Ken's sister Annie's (the one who lives in sight of Anderton Lift). Hard rain from 2.00pm on and really cold. Then cleared up but cloudy. Moored at the Stanley Arms and walked to Annie's. Diana was there (niece) for a little while with the two girls. Stayed until 6pm then Annie and Tim (nephew) came back to see the boat and returned home.

Bacon, sausage, eggs and beans for dinner, followed by cake. Four other boats moored with us, including "Turner". Called for Annie and walked to pub — met up with the crowd.

Another super evening. Annie really enjoyed herself — walked her home at 11.00. Bed.

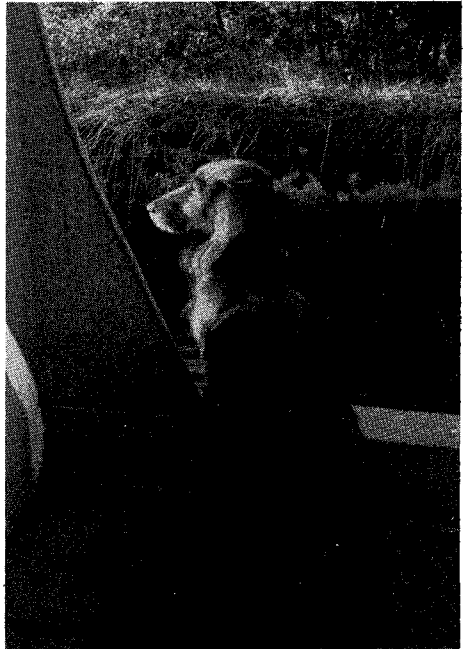


Photo: "William on Watch"

Day 8, Saturday.

Nearly there. Cloudy and occasional rain, brightening. Set off at 7.15am, tooted and waved past "Turner". Sad to leave them, really good friends — will catch up with them at their Stockport local (of course we never did — ship-board romances!) Pity, though. Hive of activity getting breakfast and clearing up. Moored at boatyard (Acton Bridge) at 8.30 and got everything off, then cleaned inside while Ken did outside. Kate's mother arrived at 9 o'clock and took the girls home. Ken put a deposit on Henry Palmerston for the equivalent week next year. Turner crowd may do the same with Lloyd George — hope they do, then we can do the Cheshire Ring. Set off home at 9.00 but had to

turn back after about ten miles to collect the forgotten wellies! Home by 10.45am. The week has flown by, as always, and a great time was had by all. Two days 'sealegs' and back to work. Oh, dear!

Footnote. You will all remember that, at the end of Episode 6, I said we were inspired by "Travelling Man" to do the Cheshire Ring this "back end" (1985). Well, we were, and booked Stanley Baldwin from Black Prince (exPremier). Unfortunately Stanley blew his lid on the Thursday before we went and we chose

to accept an alternative boat on the Leeds and Liverpool at Silsden. So — we went to Wakefield for our hols — and Ken took his postcard into the office by hand! Cheshire Ring NEXT YEAR!

Also, dear reader, we have been sussed. An inspired bit of investigative journalism by John Gaunt of the Oldham Chronicle "Northern Scrapbook" has blown our cover. He still can't get our home town right, though!

NEXT "Not the Cheshire Ring!"

At last it can be told

*Extract from Oldham Evening Chronicle
November 25th 1985.*

"THE Diary of a Reluctant Mariner" or "The Wife's Tale" is a series of amusing articles featured over several months now by Pennine Link, the magazine of the Huddersfield Canal Society.

Since the series about "Ken, Anne, Sarah, Simon and William the Dachshund" started seven episodes ago, canal enthusiasts have been trying to find out who they are. Now the secret can be revealed.

Breaking through the wall of secrecy (actually, I just realised that the names fitted and yes I know it's taken me months. Stop moaning, I was thrown by the dog). I discover that the family is none other than that of Ken and Anne Wright, from Delph, leading lights at Saddleworth Players and, obviously, experienced children of the deep.

"To be honest, when it was first suggested that we try canal boating I

wasn't sure; I get sea sick", explained reluctant mariner Anne, the writer of the articles. "But I'm all right on the canals. The trouble is that after a few days on a boat the ground starts rocking when you come back ashore..."

Anne, Ken and the family took up the canal touring six years ago, fell in love with them, and have been getting round to completing the Cheshire Ring ever since. Last time, in late October, they ended up on the Aire and Calder navigation, en route to Hull, which wasn't quite in the right direction but was just as interesting.

"One or two people on the canals have asked if the family in the stories is us", says Anne. "Generally we keep quiet about it".

I'm sure Ken won't be very pleased about my spilling the beans on them: in the next episode he falls in...

Tameside Canals progress in photos



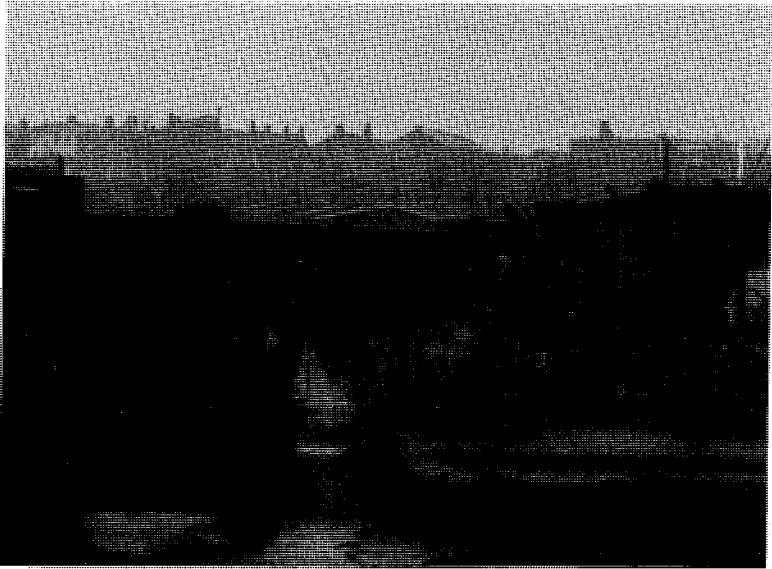
Lock 1 West after the removal of the concrete cap and crushed stone infill. The concrete plug at the tail of the lock (under the temporary footbridge) remains to be broken up and removed before restoration of the walls can begin.



Rubbish collected in the chamber of Lock 2 West. The steel pile cap has been removed, and a work boat is moored at the head of the lock.



Lock 3 West. The concrete cap has been broken up and is being removed before an excavator could be brought in to remove the infill.



Lock 1 West. Drilling copings for handrails needed for public safety when excavation begins. Trial holes are to be dug to establish the nature of the infill material before it is removed.

Photos by Tameside Canals Ltd.

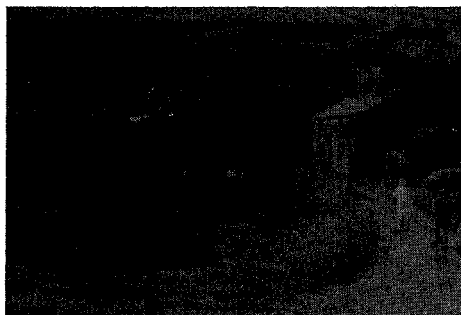
A Trip Through Standedge Tunnel

In April 1965 I joined a small party of I.W.A. members to make the passage through Standedge Tunnel. At that time British Waterways were running the occasional trip through the tunnel for special parties. I think these trips were stopped not long after ours, so we were possibly amongst the last of the parties to make the passage.

Standedge Tunnel, 5,415 yards in length, situated on the Huddersfield Narrow Canal at 638 feet above sea level, was abandoned in 1944, and locked gates fixed at each end. Lewis A. Edwards in "Inland Waterways of Great Britain and Northern Ireland" published in 1950, says that the tunnel can be navigated by pleasure boats only with the permission of the Docks and Inland Waterways Executive", the predecessor of B.W.B. I think it is likely however that the last pleasure boat to pass through the tunnel was the "Ailsa Craig", with a crew amongst who were L.T.C. Rolt, Angela Rolt and Robert Aickman. In "Landscape with Canals" Rolt describes their experience in some detail, but gives no date; from other references in the book I think this must have been in 1948.

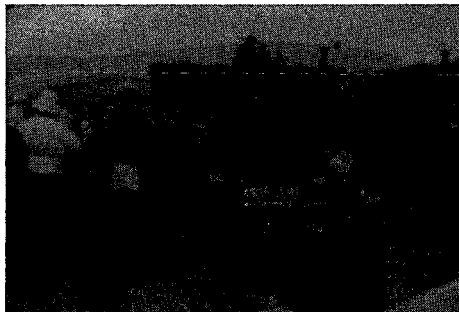
We entered from the Marsden end, in a shallow draught steel B.W.B. inspection boat, accompanied by the local BW inspector. It had an outboard motor, and the only illumination was a large Tilley lamp mounted in front. Not all of us joined the boat; a few decided on discretion and motored to the other end to ensure that we came out. I think the journey took us 2½ to 3 hours.

The tunnel is partly brick lined, but mainly cut through solid gritstone, and it was easy to see the chisel marks where the workmen had cut through the rock, and where they had drilled holes to place their explosive charges. The canal was very shallow throughout, and we frequently had to lift the outboard motor to avoid damaging it, and get out of the boat and push. The roof was very low in parts, but by contrast every now and then the tunnel opened out into quite substantial caverns. Rolt suggests that these caverns were made when the tunnellers sought to secure a roof. In places there were substantial rock falls, and at these spots we carried the boat over the debris. In some places the canal was very narrow, so that care had to be taken not to snag the boat on the protruding jagged rocks. There were passing places, but in the condition the canal was then in these were not obvious. When navigable the passage of boats was controlled by tunnel keepers at each end, who ensured that boats were only allowed through in one direction at a time.

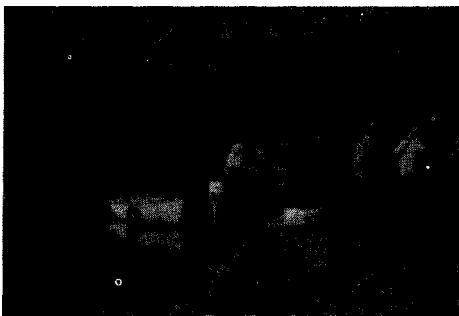


Photos: Harold Hodges

Perhaps the most impressive features were the shafts and the galleries. The shafts were dug to allow to proceed on more than one face at a time, as in all tunnel work, and some were retained for ventilation; it was their depth which was exceptional, one being said to be 600 feet below the surface rock. The galleries connected the two railway tunnels, parallel to the canal tunnel, and were constructed later. These were built by the railway engineers, and used by them to carry away spoil by water, and to ventilate the railway tunnels. When we went through steam engines were still operating, and the approach of a steam train was heralded by a mighty roar and rush of air, followed by blinding acrid smoke, which completely filled the canal tunnel, and made it impossible to see for several minutes. I was told that the railway tunnels were additionally ventilated by running water down one of the canal ventilation shafts, which generated a positive air pressure, but I have not seen this referred to in any book I have read.



For me it was a uniquely interesting experience. Some years later I walked part of the Huddersfield Narrow Canal. I was then impressed by the clear water flowing over the weired locks, and by the excellent condition of the splendid stonework of the lock chambers. It never occurred to me that restoration of the canal, let alone re-opening the tunnel, would be possible. It would be impossibly expensive, and quite beyond the means of a voluntary body. All the more credit to those who have had the courage, imagination and determination to see that such a project is not only possible, but are bringing it to pass.



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To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone Holmfirth 685022

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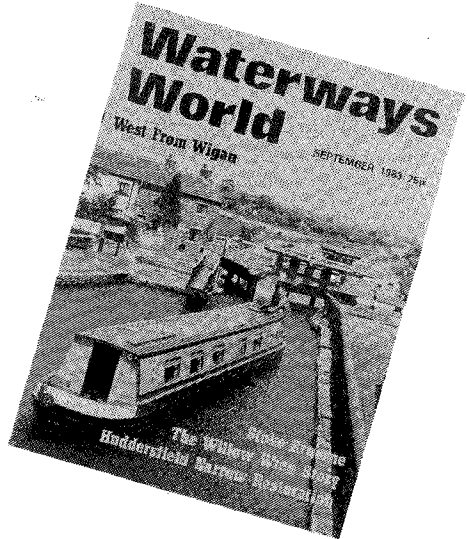
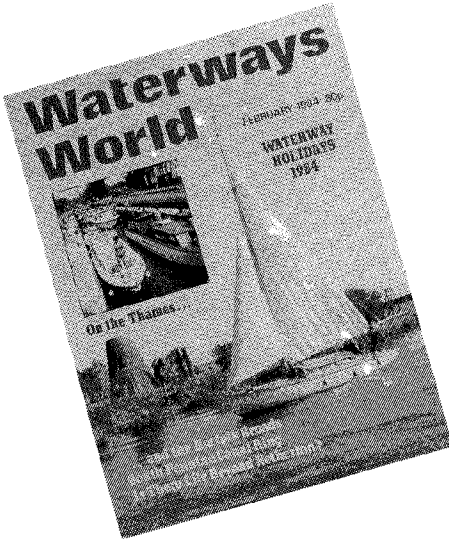
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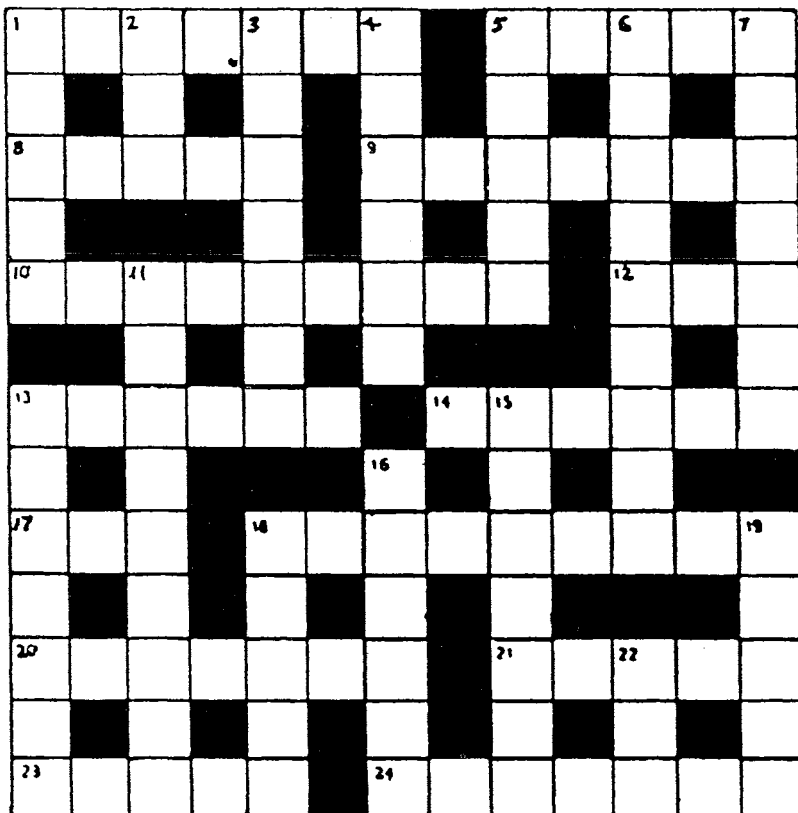


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CLUES ACROSS

- 1. Could hire a boat (7)
- 5. One might kip here (5)
- 8. Recess (5)
- 9. Ermine fur (7)
- 10. Could follow 'man overboard' (9)
- 12. Obtained (3)
- 13. Craft (6)
- 14. Miserable person (6)
- 17. Garland (3)
- 18. Ship's birthplace (9)
- 20. Very firm (7)
- 21. Scoop (5)
- 23. To follow (5)
- 24. Destitute of light (7)

CLUES DOWN

- 1. The 'narrow' maybe (5)
- 2. Part of a circle (3)
- 3. Shake (7)
- 4. Country walk (6)
- 5. Sides of the water (5)
- 6. Chap who finds the way (9)
- 7. Extend (7)
- 11. Tunnel End, Tameside etc (9)
- 13. Electrical measurement (7)
- 15. The Queen for example (7)
- 16. The Boss! (6)
- 18. Slow down (5)
- 19. Outhouses (5)
- 22. Owing (3)

Crossword No.28, kindly sent in by Mr J. Crosland

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Books

Ladybird Book of Canals	.75	15p p&p
Ashton Canal Book	£1.00	15p p&p
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Deeds of Covenant

Those who wish to help the Society further by paying your subscription under a Deed of Covenant then please write to or phone me for details.

SUE BRADBURY, Treasurer

***Tunnel End
Canal &
Countryside
Centre***



NEW WINTER OPENING TIMES

Monday — Closed, Tuesday — 2pm-4pm

Wed-Fri 11am-1pm, 2pm-4pm

Sat & Sun 11am-4.30pm

For details of Activities etc.
Tel: Huddersfield 846062

PROGRAMME OF EVENTS

JANUARY

12th Bird Box Building Day. Phone Cottages for details.

23rd Talk cancelled.

FEBRUARY

2nd Pathfinders day see Guided Walks below.

20th 7.30 p.m. Evening talk by Mike and Sarah Lucas of Mikron Theatre.

MARCH

Exhibition by Briar Hey Pottery of garden pottery.

20th 7.30 p.m. Colne Valley Countryside Management Scheme by David Finnis, Colne Valley Warden.

Winter '86 Guided Walks

WEST YORKSHIRE COUNTRYSIDE RANGER SERVICE

Saturday 25th January: Slaithwaite Circular Walk. Meet Paul Clarke at 1.15pm at Slaithwaite Bus Station. (Metro Bus from Huddersfield). 6 mile walk. Boots and protective clothing strongly recommended.

Sunday 6th February: Pathfinder Day. Meet at 10am at Tunnel End Cottages, Waters Road, Marsden. Participants will be shown how to use a good map, identify rights of way, decide on routes, and learn to plan excursions. Demonstrations and discussions during morning. After lunch a walk with opportunity for everyone to practice map reading skills. Packed lunch required.

Refreshments available 2pm-5pm.

Sunday 23rd February: Scammdon. Meet Jean Cergnul at 10am at the Railway Station, Marsden, near Huddersfield. Packed lunch required. (Metro Bus from Huddersfield). 10 mile walk. Boots and protective clothing strongly recommended.

Saturday 1st March: Wessendon Moor. Meet Jean Cergnul at 10am at Fall Lane, Marsden, near Huddersfield. Packed lunch required. (Metro Bus from Huddersfield). 10 mile walk. Boots and protective clothing strongly recommended.

We are pleased to welcome the following new members:

- 1410 Anthony O. Woodhead, [REDACTED].
- 1411 Mr and Mrs M. Sweet, [REDACTED].
- 1412 Neil Porter, [REDACTED].
- 1413 Mr and Mrs I.P.G. Barratt, [REDACTED].
- 1414 Stephen Bainbridge, [REDACTED].
- 1415 Mrs Susan and Miss H. Rippon, [REDACTED].
- 1416 Christine A. Martin, [REDACTED].
- 1417 Brenda T. Gregory, [REDACTED].
- 1418 Aden W. Woods, [REDACTED].

VAL DEWEY
Membership Secretary

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"The Boater's Hire Base"

- 2nd Jan. 8.00pm Social Meeting at the Railway, Marsden.
 8th Jan. 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 1st Feb. Pennine Link Press Date.
 6th Feb. 8.00pm Ian Preston, the Project Engineer on the Marsden-Slaithwaite Restoration Scheme to give a talk at Royal Oak, Linthwaite, Huddersfield.
 12th Feb. 8.00pm Social Meeting at the Tollemache Arms, Manchester Road, Mossley.
- 6th March 8.00pm Laurence Sullivan slide show at the Pack Horse Hotel, Slaithwaite, Huddersfield.
 12th March 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 25th April 8.00pm prompt. The HCS AGM. Venue yet to be confirmed.
 27th April Tame Valley Toepath '86. Details later.
- 17/18th May Boat Gathering at the Huddersfield Polytechnic Site, Wakefield Road, Huddersfield, to celebrate the Wakefield Road Bridge opening.
- 5th-26th July WRG's Summer workcamp at Diggle.
 11/13th July Ashton Canals Festival 1986.

Working Parties at Diggle

2 day working parties are usually the 1st and 3rd weekends of each month. Check with Trevor Ellis on Hudds 534666.

EDITOR. The editor holds the right to edit or withhold articles and letters or to retain them for publication at a later date.

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