

PENNINE LINK

No.71

Sept/Oct 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
Company Secretary	John Fryer	c/o Ramsdens, Ramsden Street, Huddersfield HD7 4AP
West Side Chairman	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancs. Tel: Chorley 65786.
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East Side Secretary	Mrs Anne Crosland	44 Marina Terrace, Golcar, Huddersfield, W.Yorks HD7 4RA. Tel: Hudds 659748.
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).
Boat Operator	Harold Nield	3 Grosvenor Square, Uppermill, Oldham. Tel: Saddleworth 3085.

*Photo shows John Morley with the Marsden schoolchildren opening the lockgates.
Photo: Huddersfield Examiner*

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

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It is with regret that I have to inform you of the death of Mr James C. Crosland, HCS member and Pennine Link Crossword compiler, Mr Crosland who drew and painted many of the local canal scenes will be sadly missed.

Editorial

Festival's over for another year! Weren't we lucky with the weather at Ashton Canals Festival? As usual it was nice to see so many of you there and hope you enjoyed yourselves.

WRG's Summer Work Camp during July was a success too, many thanks going to all who helped out. Inside you'll find Trevor's report, with photos on pages 14-16.

SUE GIBSON

In September, Leisure and Recreation Consultants will present their report on the Huddersfield Narrow to the Society and the officers of the local authorities. Their brief was to identify the benefits accruing from the full restoration to navigation of the Huddersfield Narrow Canal. Leisure and Recreation saw the project as one which should have a 'corridor' approach. This approach would widen the area to which benefits would accrue and would support our view that the restoration of the Canal would bring benefits economic, social and environmental for the communities in the study area and not solely for the boating fraternity.

L & R have taken this further and worked up suggested project schemes such as the Standedge Experience. By expanding ideas such as this, additional jobs and economic benefits can be projected. The Huddersfield Narrow Canal, when restored, will be the catalyst for tourism projects which will cross local authority and tourism board boundaries. We will need a close co-operation between the three District Councils in terms of planning and tourism support. Already there is some exchange of information and technical advice amongst the parties to the Joint Steering Committee but a more integrated approach to the project will be required. It may be desirable to appoint a Project Officer or Officers to co-ordinate the tourism, planning and engineering aspects of restoration to ensure that the benefits of experience gained for example, on the Marsden-Slaithwaite restoration, is passed on to our team in Stalybridge.

The study will be presented to members of the Steering Committee and hopefully MPs and MEPs, in October. Your Council continues to liaise closely with L & R and we shall be reporting more infor-

mation in the next issue of Pennine Link.

Members who have recently been to Diggle or Uppermill have seen the progress made on the top two locks after the Waterway Recovery Group Work Camp and on the infill section at Brownhill. We are indebted to Alan Jervis and his organisation for their work at Diggle. Trevor Ellis's report in this issue fully documents their splendid efforts. The infill section is nearly complete; however, the Society is being asked to fund the whole of the cost of this exercise out of the Greater Manchester Council bequest of £1.2 million. Oldham MBC has inherited the project from GMC and, understandably, has not budgetted for the work as the total cost was to be met by GMC before abolition. We hope to resolve this 'hiccup' in the near future without jeopardising our current spending plans for the Tameside Canals Project.

British Waterways Board have a new Chief Executive. Mr Brian Dice was appointed on 1st April 1986. He has already walked many sections of the canal with Stewart Sim, BWB Area Engineer Wigan, and is impressed with progress. He told me that he has enjoyed canal holidays over the past twenty years. We hope that it will not be long before he can enjoy a holiday on the Huddersfield Narrow. We extend our congratulations and best wishes to Mr Dice on his new appointment.

**PRESS DATE FOR
NOVEMBER/DECEMBER
PENNINE LINK
IS OCTOBER 1st**

Proposals have been introduced by the Board to lessen the maintenance requirements of Tunnel End Reservoir. They would provide the local community with a visually enhanced environment featuring a nature reserve with suitable hides, access footpaths and an interpretative centre, to encourage the observation and study of wildlife, together with car parking facilities.

The reservoir, which under agreement with the local water authority has not been used to supply water to the Huddersfield Narrow Canal since 1965, has become silted-up over the years. The Board have decided to seek a reduction of the water level and agreement to construct a new spillway within the headbank to guard against possible major floods.

For the purpose of the Reservoirs Acts of 1930 and 1975, the Board have been advised that the silt is classified as a liquid, which, in consequence, considerably increases the contents of the reservoir in legal terms. Studies have revealed that the silt is impossible to stabilise cost-effectively and there would be additional major disruptions to the local community if attempts were made to remove the silt by road and replace it with a suitable fill material.

The Board consider that natural draining of the reservoir area is the most acceptable solution both economically and ecologically as there would be no dramatic change in either plant or animal life in the area.

Once a new spillway has been constructed, landscaping could take place, and care would be taken to ensure that the views from the houses in Waters Road were not obstructed by the completed project. Plans include filling in the headbank area and the reshaping of uneven mounds, taking care to ensure that the root systems of mature trees are not disturbed. Young trees and shrubs will be planted at random intervals, which would help to create a more mature vegetation and provide a natural habitat for wildlife in the area.

Rebuilding the spillway and landscaping would clear vegetation from some parts of the reservoir, as would reduction of the water level, and grass-seeding would take place on these areas when they had settled. Selective soil treatment would be undertaken where necessary to encourage the growth of new plant species.

The programme of planting would take up to five years to complete as it would be adjusted to follow the pattern of natural drainage. Suitable hides would be constructed and sited so that users had the best opportunities to view the bird and animal life that colonises the area. The hides would be naturally screened. An octagonal timber building, designed for use as a combined shelter and classroom, would be provided for schoolchildren and other interest groups in order that they might study the ecology of the area.

The maintenance of the car park and footpaths would, where possible, be carried out by volunteer user groups, however, the Board would make arrangements for the periodic maintenance of these areas. They would also undertake any maintenance of fencing required to prevent grazing animals from encroaching onto newly planted areas and arrange for all pruning, copicing and thinning of trees to take place when necessary.

The Board believe that implementation of this programme would benefit the local community by the provision of an enhanced local environment, rich in flora and fauna, as well as assisting the Board considerably in reducing their maintenance costs of the reservoir.

Widespread economic and social benefits will follow the re-opening of the unique Huddersfield Narrow Canal — the shortest trans-Pennine waterways link.

This is one of the findings of a top specialist consultancy group which has been probing the value of restoring the twenty mile long canal linking Huddersfield and Ashton.

The initial findings of L and R Leisure Consultants were outlined on August 14th to top councillors from Tameside, Kirklees and Oldham Councils and officials of the British Waterways Board, who are closely concerned in the massive restoration programme.

On a trip boat cruise on a restored stretch of canal at Uppermill, hosted by the Huddersfield Canal Society, Mr Peter Middleton, general manager of L and R Consultants, said that re-opening would provide a valuable new focus for social and economic regeneration in the Tame and Colne Valleys.

Mr Middleton commented "The achievement of the goal of through navigation is an important objective for the inland waterways movement. It is potentially one of the most complex and difficult ventures to achieve. The survey is proving to be exciting and rewarding and we are pleased to be developing the economic case for restoration".

The final report will not be ready until late October, but the provisional findings by L and R Consultants show that long term jobs will be created in both Yorkshire and Lancashire both on the canal itself and in its "corridor".

It is forecast that in ten years time — when, hopefully the canal will be open — over 500,000 people a year will be visiting the catchment areas of the canal, attracted not only by its cruising

potential, but also by "spin off" projects.

These will include trip boats at Marsden, Stalybridge and Uppermill, with the Standedge Tunnel a major magnet. The survey floats the idea of public trips into the tunnel with possibly an adjacent railway tunnel being used for return journeys and educational cruises for schoolchildren. The tunnel is seen as having tremendous potential.

Hire boat bases are likely, probably at Uppermill and Marsden and the canal would act as an impetus for other businesses. Restored and re-opened the canal would "provide a unique marketing experience" say the consultants.

Shops would benefit and so would hotels and public houses. Anglers — who have often criticised restoration schemes — would enjoy better sport and more would fish the canal.

David Sumner, HCS chairman, welcomed the initial findings. "They show that restoration is not just an achievable dream, but a creator of jobs, a tourism booster, a means of providing the environment and of providing more leisure activities for a wide range of activities" he said.

Particularly pleasing was the study into the use of a restored canal by anglers. "It is nice to know that restoration will mean more rods, and not less, as some people claim", he said.

David said he thought the interim report would give a boost to the restoration programme. "The consultants' work, of course, is continuing. There is

a lot to be done, ideas have to be firmed up into practicable workable projects, reservoirs of possible cash assistance have to be explored.

"The report shows that the way is clear to a Pennine ring of cruisable canals in which the Narrow has a vital role to play. The motto must be: Restoration — benefits for all".

Tame Valley Toepath

Just a quick note to say thank you to all of you who took part in this year's sponsored walk.

If you have **not** already done so, could you **please** return your sponsorship form to me as soon as possible.

I shall be announcing the prize winners shortly.

LAURENCE SULLIVAN

Photos Urgently Required

Peter Fox an HCS member who's writing the history of the Huddersfield Narrow needs photos, preferably those previously unpublished.

Giving brief photo details and an address/ phone number for him to contact you please write in the first instance to: PETER FOX, 8 St. Mary's Gate, Uppermill, Oldham OL3 6AT.

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The tumult and the shouting have died down. The boats and bands have gone. The tents are folded away. The dancers have hung up their clogs. All the empty beers barrels have gone back to the brewery and the committee are sleeping soundly again!

Yes, the 1986 Ashton Canals Festival is over. For three days in July Portland Basin, Ashton-under-Lyne, became the Mecca for canal enthusiasts in the North-West. Parliamentarians and local politicians led by this year's president, Mrs Barbara Castle MEP and the Mayor of Tameside, Cllr Jack Pettit, joined the Civic Cruise on Saturday afternoon together with notables from every aspect of canalside endeavours and all shades of political opinion. Strangely, in this best-forgotten summer, the sun shone on us and the rain stayed away all weekend. Although the number of boat entries was down on previous years, the trade entries were up and more important, the crowds were up. The restored Museum at the Basin was

opened for the first time and over 1,000 people who visited the exhibition there voted in an art competition.

Folk on Friday night and Jazz on Saturday night proved very popular. It is intended to make a few subtle changes next year to the afternoon attractions but there will still be Morris Dancers and Brass Bands and Beer! If you have any suggestions (or even, heaven forbid, complaints!) come to any of the committee meetings, third Wednesday in each month at the Buck and Hawthorn, Ashton-under-Lyne. As we are a cheerful bunch of nutters (no-one in his/her right mind would try to organise a canal festival), you might enjoy the visit.

Well, that's all on 1986 – it's forward now to 1987 so get the date booked, folks, Friday 10th, Saturday 11th and Sunday 12th July 1987. The place to be – Ashton-under-Lyne.

I was there in 1986, join me in 1987 for the best party in the North-West.

BRIAN MINOR

As I write, the three-week Waterway Recovery Group Summer Workcamp has ended. The main aim of the camp, as outlined in the last issue, was to clear the chamber of Lock 31W, which like many of the locks on our canal had been filled almost to top water level with earth and concreted. This aim was achieved, though fortunately there was not time to carry the work on and clear beneath the lock-tail bridge. HCS week-end working parties have since cleared the concrete from the top paddles and top gate area, and it is possible to measure for gates. The remaining work on this lock involves rebuilding the sloping part of the lock tail and clearing the silt from the bridgehole. Our thanks go to all concerned with the camp, the Brookes who tolerated this outside their home for three weeks, and to BWB for their co-operation.

Excavation has confirmed the unusual layout of the Diggle lock flight. Locks 24W to 32W post-date the rest of the canal by the many years taken to complete Standedge Tunnel. Towards the end of this time, the canal company engaged Thomas Telford, the greatest civil engineer of his age, to advise on the completion of its canal, and he is known to have advised on these locks, which may represent some of the most advanced design features. It is certainly unusual to have ground paddle gear to both ends of a narrow lock, and to my

knowledge to have all the lock "furniture" (gates, paddles etc.) on the off-side is unique. This should have been a great advantage in working a horse-drawn boat with its towline. At the head of the lock, the culvert from the pair of paddle curves to emerge, not from the sidewall of the lock, but from beneath the top cill (possibly helping to hold the boat against the cill?). Down at the other end, the paddles are side-by-side, but with one stepped above the other.

Working parties have now reverted to our usual pattern of the first and third weekends in the month, as follows:—

6/7 September, 20/21 September,
4/5 October, 18/19 October,
1/2 November, 15/16 November.

Please ring me on Huddersfield 534666 with any enquiries or turn up on site (Ward Lane, Diggle) any time after 10am.

TREVOR ELLIS

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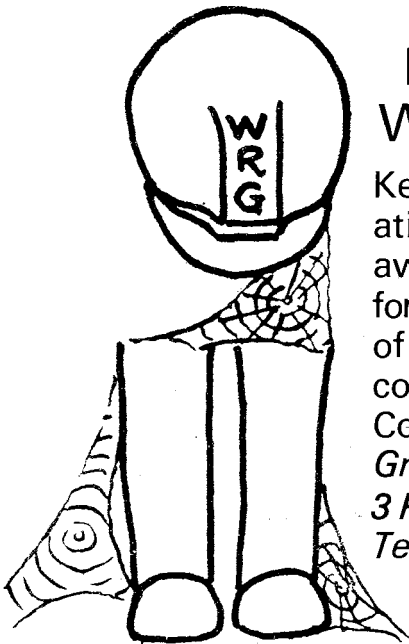
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BENCHES LANE, CHISWORTH

opposite Woodheys Restaurant, Marple-Glossop Road (A626)



Photo shows the almost completed 'infill section' at Wool Road, Uppermill



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By the beginning of August, Sonny had travelled over 400 miles this season, giving boat trips between Fairfield Lock on the Ashton Canal and Marple bottom lock on the Lower Peak Forest Canal.

A new venture this summer has proved very popular. We offer two hours on the narrowboat "Maria" followed by a pub meal at our pick-up point 'The Boundary' in Guide Bridge for the price of £5.00. Drinks are extra. The bar on the boat is kept busy on most cruises, even if we are on a pub-crawl. Perhaps the best trip for us so far was on Sunday 13th July, when on one of the Ashton Canal Festival days we were booked by a folk-group "The Open Door" to go to Marple and return. They plied the crew with food and drink they brought on board, and sang for 8 hours cruising, never repeating a song. My dog was so well fed by them that even her bottomless pit became full for the first time in history. At least she was running it off. Sonny's appetite was considered just too large however so he was tethered to take his fill of the plentiful grass instead, and he welcomed the odd sandwich offered. My dog is part Irish Water Spaniel and has taken to horsedrawn boating very happily — she runs on the towpath with Sonny, clocking up the same miles, being fed tit-bits thrown overboard for her.

On 5th July, a replica of 'Maria' was seen in the streets of Slaithwaite. It was a revived carnival day and the Community Association organisers had asked for horsedrawn vehicles only in the procession (i.e. not motorised). As a result, I provided two, and they were the only two floats at all. Sonny could not take part as he was busy on the canal. Blossom instead pulled my dray as the Huddersfield Canal Society float — similar design to the first ever society float I am informed, of a narrowboat entering Standedge Tunnel. David Wake-

field, as Publicity Officer, accompanied Blossom. Behind, Tanner pulled my caravan transformed into a huge dragon with flapping wings and bouncing tail as the community float. We received many compliments about the two floats from individuals and the local press, so they seem to have generated attention and interest.

I am led onto a Who's Who in the work-horse force as I do get asked. I've decided to just mention the horses who have been involved with the Canal Society in some way.

1. SONNY, a skewbald (i.e. big brown and white patches), now 17 years old, belonging to the Ashton Packet Boat Co. They had decided to get a horse for two reasons:—

- (i) They had rebuilt Maria (1854), a wooden narrowboat and a horse was the traditional means of power for such a boat.
- (ii) They reckoned a horsedrawn boat would be more reliable with no problem of weeds/garbage getting stuck on the propellor in the shallow waters and it has less draught which is a consideration with 50 passengers on board in shallow bridge-holes.

Sonny has proved very successful. He has pulled "Maria" for 9 seasons now, appearing annually at the Ashton Canals Festival. He was also seen on the Huddersfield Narrow Canal pulling the civic cruise at Uppermill in 1984 when Benji was having teething problems.

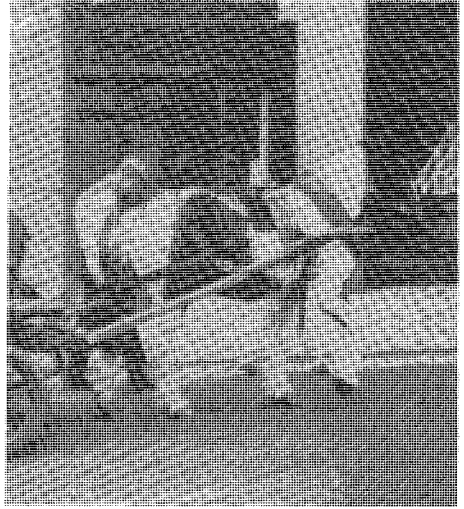
2. BLOSSOM, brown with four white legs and blaze (on the face), now 14 years old. She came to the Ashton Canal Festival in 1981 with my horse caravan. I set up a stall from it to sell hot doughnuts. I bought her when she was 5, as my business partner in "Horse Drawn Enterprises". We took on work of all sorts together — agricultural,

street-work, carnivals, caravan holidays etc. Blossom began to pull the narrow-boat in 1985 and is still very green at the job. She pulled the Huddersfield Canal Society float in Slaithwaite 1986. Already she has bred 4 strong foals, and all being well, there should be another beside her next summer.

3. ARMSTRONG, grey (correct terminology for a white horse) came to the Festival in 1982. I sold my doughnuts again — no doubt some people might not have liked them (wholefoods after all!) but others still ask sadly why I do not cook them now. Answer — I got involved with Sonny and the boat but also it is crazy for me to take the fire risk of cooking in hot deep oil in my little wooden caravan.

This horse was borrowed as Blossom had a foal that year. Unfortunately his owner sent him to market later and he was bought by the meat man. Many fine workhorses are slaughtered as winter approaches and owners decide not to pay out the heavy winter feed-bills. Not a noble way of repaying their service and what a waste of the years it takes to create an experienced working horse.

4. TANNER, grey, now 12 years old. I bought him in 1983 for my Horsedrawn Clown and Puppet Circus venture of that summer. We towed for about 8 weeks between Manchester and Leeds doing shows at playschemes and festivals. Our very first booking was at the Canal Festival — the clowns arrived by motorvan from Wales whilst I brought Tanner and the caravan. It poured with rain so we never did a show as such — one clown toured the site, visiting people in the dripping marquees. Not a good start. But we set off thereafter with 2 horses and 2 caravans which I supplied, and we did children's shows which were popular. Tanner also attended the small Diggle, and Uppermill Canal Fest-



ivals of 1984 (selling wholefood macks). He has not pulled "Maria" as he is not strong enough really. He is the horse I use in the night-time Slaithwaite Moonraker Event when the moon is raked off the canal and put on my dray to lead the procession.

5. PRINCE, black, at the festival 1984. Also a borrowed horse. I used him for agricultural work and puppet shows too. His owners sold him to dealers and he is believed to be on the seafront pulling a landau or equally likely to have been slaughtered. I would have loved to have bought him — he would have been an excellent boathorse — strong and steady.

At both 1985/6 Festivals I worked with 'Maria' and Sonny. This year Tanner put in a brief appearance to deliver the Huddersfield Canal Society float which was then used as a ticket booth over the weekend for the Ashton Packet Boat Co.

This summer I am going to visit some of the other boathorses (e.g. in Chester and Fragwell). So more names next time!

SUE DAY

Hello again, it's some time since the last boat report was published in Pennine Link. The last effort never made it as a result of me leaving everything until the last minute and then being called away on business just as the issue was going to press.

Anyway let's hope this script makes it. So much for apologies — now about boats:—

Firstly No.1 STAN. Thanks to Ian's efforts STAN has been run every Sunday and is proving to be very popular. No sooner is one trip completed than we have a boat full of people waiting for the next. The only break being a short stop halfway through the afternoon to recharge the batteries.

No.2 on the other hand is a somewhat different story. It did eventually get to Stalybridge but I'm sorry to say that the vandals did so much damage in the first

week that a quick salvage operation had to be mounted. With a lot of help from Tameside Canals No.2 was brought back to Marsden and is now in the boathouse at Tunnel End awaiting some attention before it can be put back into service.

Finally No.3 BENJI. Harold is still very much in charge and is doing a magnificent job of both operating the boat and of advancing the aims of HCS to all his customers. We are all looking forward to when Benji can navigate the restored infill section up to Wool Road, due to be opened any time now. After that section is opened and some dredging done it will be possible to actually turn the boat round and come bow first instead of having to 'reverse' all the way back. It should be quite novel steering Benji the opposite way along the cut! I think that's all for now.

JOHN MORLEY

Classified Ads

The Witters of Chester support restoration of the Huddersfield Canal — and would like all Diggles to know that at their canalside factories they make very good canoes, paddles, helmets and trailer towing brackets.

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SUE BRADBURY, Treasurer

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The Diary of an Enthusiastic Mariner!

This is the start of the fifth annual canal holiday for Anne & Ken. Their crew is Sarah (now 14) and her friend Helen, Ben, and William the deckhand dachshund.

Ben is a nephew who has been promised for years that he can come canalling as soon as he is nine. This is the year and he is raring to go.

It seems impossible that, after four years of determination, the family are still trying to get round The Cheshire Ring. Once again they are foiled — still by the Preston Brook Tunnel which remains stubbornly shut. (Also it's a bit of a good excuse, 100 miles and 100 locks with two girls and a 9 year old and all rumours of muggings in Manchester were a bit daunting!)

So the plan is to "go South, young man" and find Ken's nephew who has his own narrowboat near Oxford (yes, he is made of it — he drives jumbo jets for a living!)

Well satisfied with last year's "Black Prince" service they have opted to go down the South Oxford, to Oxford, from the Black Prince yard at Welford.

It is April 1984 so, all aboard "Phantom" and off we go!

Day 1. Saturday. All the best will in the world and I have done it again! — NO statistics. I must blame it on the Black Prince Cruising Log (free with every boat!) which doesn't have a special bit for each day saying locks, bridges, birds, weather etc. Never mind, I've worked out the totals and they are — 134½ miles, 88 locks, 4 tunnels, 8 lift bridges and 284 over-bridges (probably harder than the Cheshire Ring after all!)

To continue. Set off at 11.30. Mum and J. saw us off — Simon (who is now 19 and far too grand to holiday with aged P's) and his girlfriend Jeni came along, behind Ken's car, with Helen and Sarah in my car. We had Ben and the baggage. Stopped at Woodall service area on the M1 for lunch — surprisingly good — arrived at Black Prince, Welford Marina, at 2.15. Small yard but v. pleasant people. Very odd layout of "Phantom" with galley at the front and two sleeping berths at the back — v. disorientating after our old friend Henry Palmerston! Plenty of locker and drawer space, though, and got things stowed away soon. Ben v. excited esp. at first lock just outside the marina. All 3'6" of it! Ken felt that if the yard hadn't been so near he might have upped the revs. and jumped it! Time for Ben's excitement to cool — the next lock is tomorrow!

Scenery v. rural and not much animal life (wild that is, there are plenty of sheep — incl. lambs, cows and horses). Moorhens abound but nothing spectacular. (HE says a Moorhen is pretty spectacular in Oldham!) Did some driving and managed to get through all the bridges without hitting the sides — not up to locks yet (HE says another five years and he **might** let me try — male chauvinist). "All right, you drive" says I and got off to walk with the girls, Ben and William. Got back on before Crick Tunnel (1425 yards according to one source, 1528 yards according to "old inaccurate" — Nicholson. I didn't measure it so I do not know who is right in this case!) Very wet inside but still the usual, eery but exciting experience. Ben was v. impressed. Miles of farmland and bridges.

Went on until 8.00 and then moored up on the towpath in mid-country as it was

going dark. Sausages, mash and spaghetti with coconut cream cake for afters. Ben didn't eat much; will have to watch him. Wonder if he has sneaked a pile of sweets aboard somewhere — I am pledged to try to wean him off them!

Girls and Ben went to bed straight after; Ken and I had a couple of drinks then went off too — much easier bed than taking the dining table to pieces! Even I can do this one without losing nails and/or skin. Seems a bit noisy but too tired to care.

Day 2. Sunday. Up early and off by 8.00. No wonder it seemed noisy. We were one thickness of wire mesh away from the Watford Gap service area on M1! And hadn't a clue in the dark!

Only two minutes from the big flight of locks at Watford (52'6" staircase). Really hard work, paddles v. stiff. Went for a morning constitutional on the towpath, relying on the fact that there was a continuous line (towpath in good nick) on our guide book map. Towpaths generally, tough, narrow, overgrown and muddy. Well, with the boat out in mid-stream, William and I suddenly arrived at a spot where the towpath had slipped into the cut for a distance of several yards. By the not unexpected quirk of fate the hawthorn at this point overhung the water about four feet! There was no way Ken could come back for me so I launched myself across the gap, swinging on the hawthorn with one hand and clutching a very puzzled dog in the other. As I hung suspended and helpless, with both feet dangling in the water, that CREEP reversed gently towards me and took a photograph! Fortunately it wasn't good enough to reproduce here or I'd have had HIM in court! Narrow boats reverse quite well when HE decides

they have to. Needless to say Ken, the two girls and Ben were falling about laughing. It **was** funny and of course I got a fit of the giggles. I managed to regain the towpath, without too much loss of dignity, but swearing I'd never trust a guide-book again — EVER!

Through Braunston Tunnel — didn't seem as long as Crick but Nicholson says it is 2042 yards (ah, well!) What a surprise — after years of peering into tunnels to make sure nobody was coming the other way (spotlight-spotting at a mile can be v. tricky) we came round a bump in Braunston tunnel and found a spotlight only yards away! Hadn't realised until then that two 7'0" wide boats could pass. In fact Ken didn't realise until we'd done it and we were both still afloat! The other boat (from the back) immediately "disappeared" leaving us feeling that we had at least seen "The Flying Dutchman" if not Pandora as well! We will be ready with camera and flash next time.

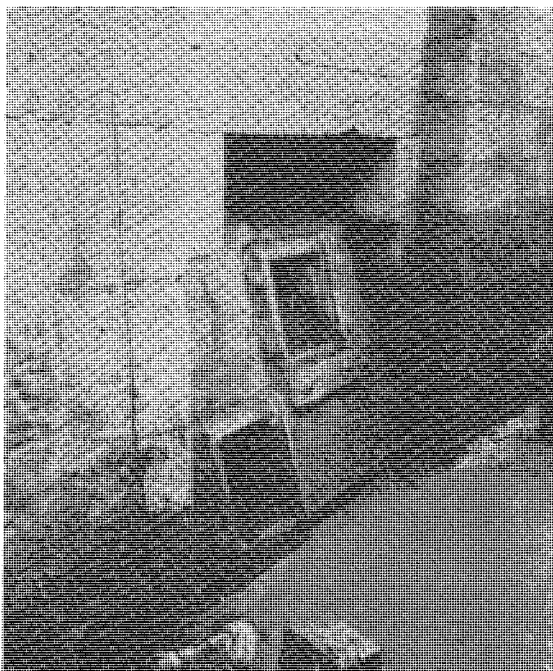
No villages to speak of just rolling farmland — a bit boring, really, relieved by working the six locks down into Braunston itself. Stopped at the Boatman for a welcome pint and a rest — nice sunshine but no shops open. Weather deteriorated in p.m. Relieved Ken at driving — took turns in hard rain. Very few locks and none at all in the heavy rain (thankfully). Rain eased in time for us to get down Napton Locks (7 of 'em!) and then bashed on to Fenny Compton — got to the George and Dragon at 7.30pm. Macaroni and mince and chocolate cake. Ken and I went into G. & D. for a quick one but we were safely tucked in by 10.15 — shattered!

Don't miss the next thrilling instalment "The mystery of the pink paper — or Ben's Bog Boob!"

Photographs for this issue of Pennine Link were kindly developed and printed by

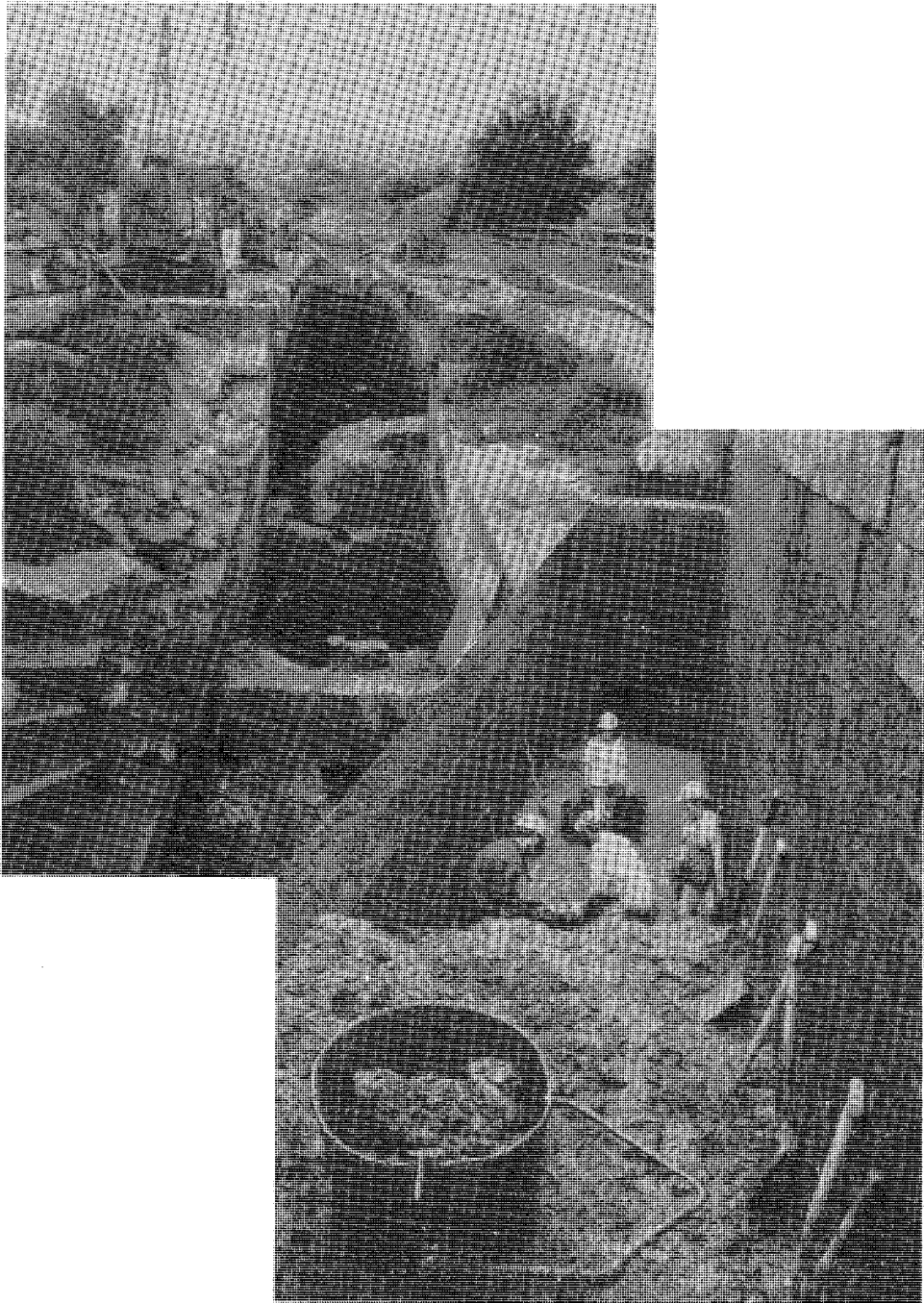


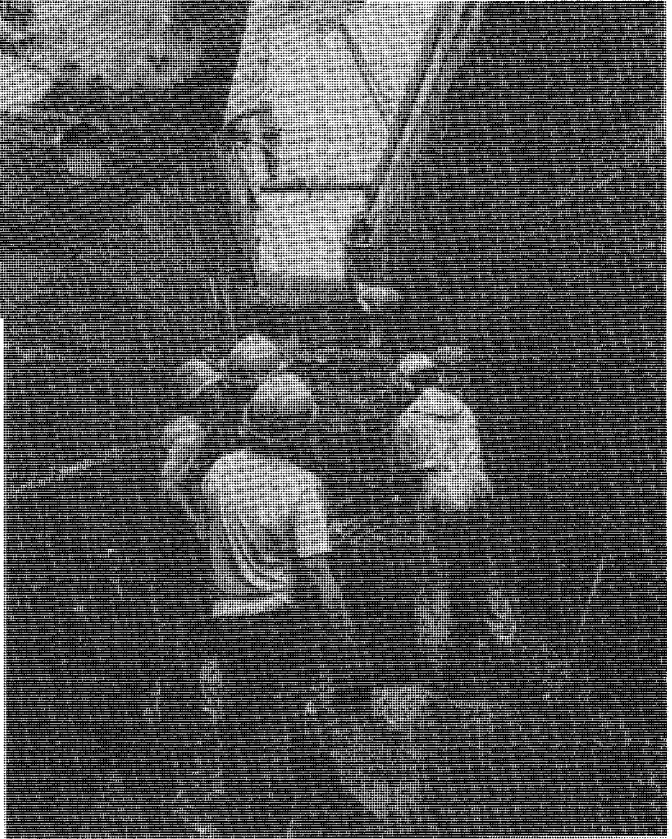
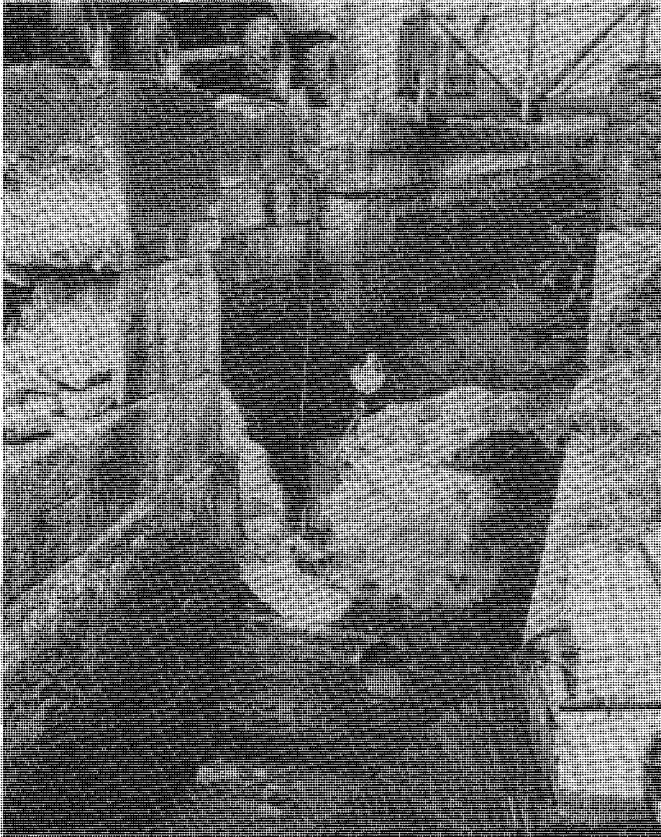
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The unusual/unique? double ground paddles at bottom of Lock 31W (i.e. no gate paddles).

Photos: Bob Dewey





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ACCOMMODATION?

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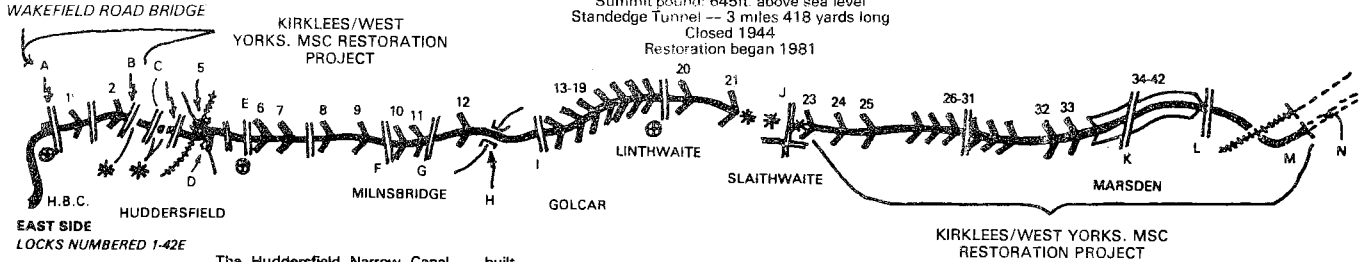
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Contact:

**Jean Mayall, Globe Farm, Huddersfield Road, Delph, Nr Oldham.
for details Tel: 04577 3040 Member H.C.S.**

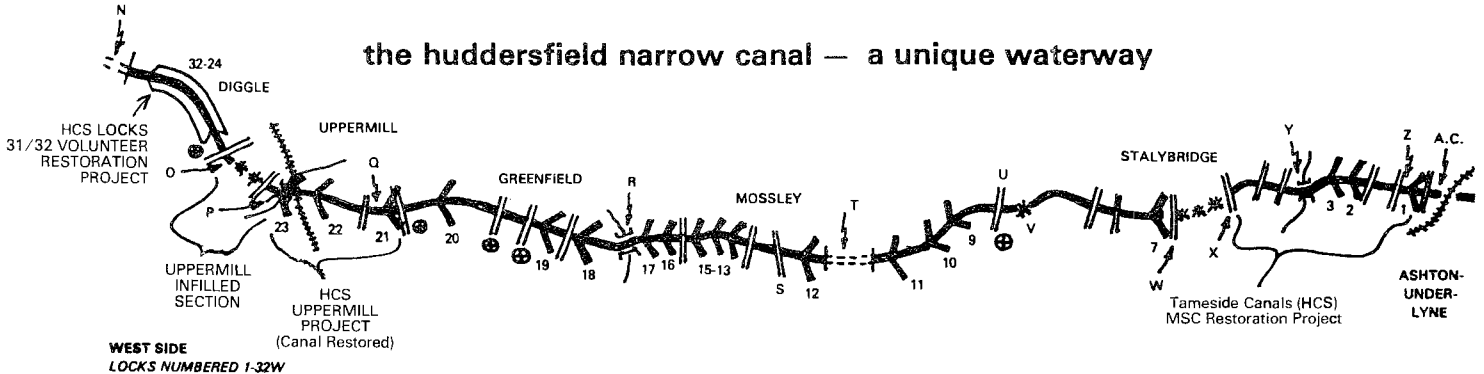
The Huddersfield Narrow Canal — built 1793-1811
 Engineer: B. Outram
 Length: 19 7/8 miles
 Summit pound: 645ft. above sea level
 Standedge Tunnel — 3 miles 418 yards long
 Closed 1944
 Restoration began 1981



The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 7/8 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



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

I/We wish to join the Huddersfield Canal Society.

Name/s

Address

Postcode Telephone:

Occupation

Amount enclosed £ Cheque/PO/Cash

I heard about the Society from

MEMBERSHIP RATES: Family Membership £3.50. Junior (under 18) £1.00.
Associate £5.00 (voluntary societies). Corporate £10.00 (minimum). Life £50.00.
I elected I/we agree to abide by the Memorandum and Articles of Association of the company.

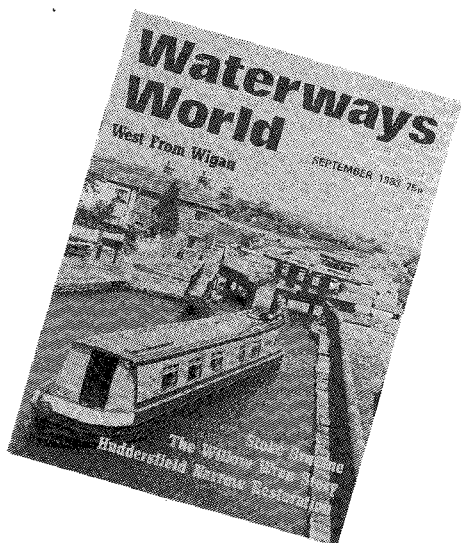
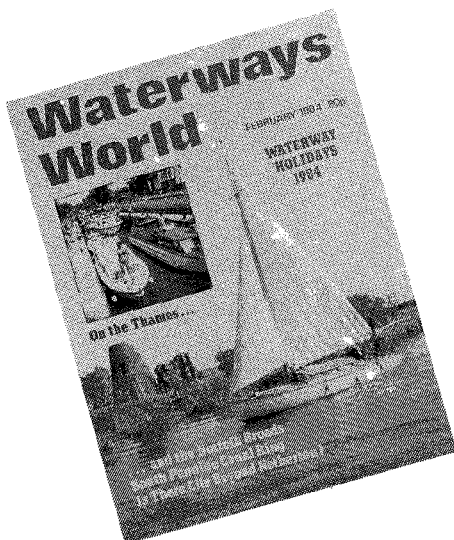
Members receive free copies of 'Pennine Link', the society's bi-monthly magazine.



Until the Huddersfield Narrow's open again let

Waterways World

link you to the rest of the waterway's world!

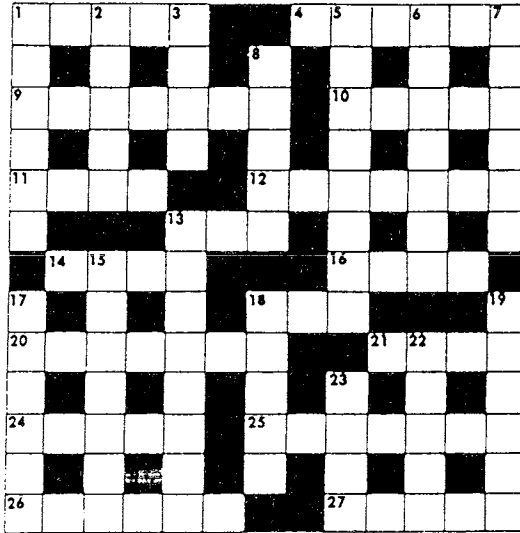


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Waterways World - *Your monthly
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ACROSS

- 1. Wilful firing (5)
- 4. With 13 across, one of our 'fleet' (6)
- 9. One of the 'posh' boats (7)
- 10. Rugger get together (5)
- 11. Our first boat (4)
- 12. Most adjacent (7)
- 13. See 4 across (3)
- 14. Tie up (4)
- 16. The 'Yorkie Side' (4)
- 18. Cover (3)
- 20. Light obscuration (7)
- 21. Precious stone (4)
- 24. Twixt foot and leg (5)
- 25. Those wee chaps from the tunnel area (7)
- 26. Scandinavian (6)
- 27. Lock parts (5)

DOWN

- 1. Means of approach (6)
- 2. Sort of diver (5)
- 3. Just for the birds (4)
- 5. Overshadowed maybe (8)
- 6. The boatmen (7)
- 7. Send the cash (6)
- 8. Famous boxer (5)
- 13. These could be on Stan (8)
- 15. Add an 'S' and be dry (7)
- 17. Settled a debt (6)
- 18. With dogs at the ends? (8)
- 19. Explosions (6)
- 22. Guide (5)
- 23. All excited (4)

Answers to Crossword No.31

ACROSS:

6. Outboard motors; 9. Editor; 10. Struggle; 11. Stranded; 13. Parents; 15. Aboard; 17. Brazil; 19. Ascent; 20. Liverish; 22. Concrete; 24. Refund; 26. Staircase locks.

DOWN:

1. Goods transport; 2. Stat; 3. Moored; 4. Improper; 5. Stag; 7. Reside; 8. Relentlessness; 12. Alone; 14. Razor; 16. Entrench; 18. Fleet; 21. Virile; 23. Chip; 25. Fact.

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HCS Pens, black or blue	.25	15p p&p
Various Waterway Postcards	10 for £1.00	inc. p&p
Tunnel End Postcards	10 for £1.00	inc. p&p
Motor Boat 'lan' cut-out model	.75	15p p&p
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NEW POSTCARDS

"Narrow Boat People", 12 different black/white photographic postcards with red borders	each .12p	S.A.E.
Heavy Brass Plaques "Huddersfield Narrow Canal"	£8.25	+ £1.25 p&p
Digglettes "small furry creatures" featuring "I swam through Standedge Tunnel" labels	each .35p	S.A.E.

Plates

Lace Plates	medium	(flower)	£3.50	For details of postage write to or telephone Jean Buckley
Lace Plates	small	(designs)	£2.50	
Tunnel End Plates		(set of)	£4.95	
Dungebooth Plates		(three) or each	£4.95	
Turnbridge Plates		£12.00	£4.95	

Books

Ladybird Book of Canals	.75	15p p&p
Ashton Canal Book	£1.00	15p p&p
Huddersfield Narrow Towpath Guides	reduced to £1.00	40p p&p
West Yorkshire Waterway Guide (spiral bound towpaths guide)	£1.95	40p p&p

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Monday-Closed, Tuesday-2pm-4pm

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

Sat & Sun 11am-4.30pm

For details of Activities etc.

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STANDEDGE TUNNEL EXPERIENCE

Programme of Events

September Exhibitions

Dried Flowers, Pictures etc., by Jackie Selwood of Stockport.
Yorkshire Water — An exhibition from the Yorkshire Water Authority.

18th 'It's only water' by Chris Freeman from the Yorkshire Water Authority. An evening illustrated talk commencing at 7.30 p.m.

October Exhibitions

Pyrography 3D Pictures by J. Dyson of Huddersfield.
Demonstrations some Sunday afternoons during October.

16th 'Mikron Theatre Company'.
An evening talk by Mike & Sarah Lucas of the Mikron Theatre Company commencing at 7.30 p.m.

Coffee and biscuits are available (25p) between 7.00 and 7.30 p.m. prior to the evening talks.

Guided Walks in the Colne Valley

13th September

2.00pm Countryside and Canal. Meet John Sully at Marsden Railway Station. A 6 mile moderately easy walk.

moderate walk (for anyone reasonably active).

27th September

10.00am Huddersfield Narrow Canal (part 2). Meet Bob Dewey at Milnsbridge Canal Basin (near Four Horse-shoes). Packed lunch required. 8-9 mile

19th October

10.00am Sir John Ramdens Canal. Meet Bob Dewey at Kwiksave car park, Aspley. Packed lunch required. 8 mile moderate walk (for anyone reasonably active).

We are pleased to welcome the following new members:

- 1446 Terry Lomas, [REDACTED]
1447 Irvin Lister, [REDACTED]
[REDACTED]
1448 Miss D. M. Skilbeck, [REDACTED]
1449 Ms. Chrys Rampley, [REDACTED]
1450 Ms. G. Rogerson & Mr L. Waite, [REDACTED]
[REDACTED]
1451 Michael Sheen, [REDACTED]
1452 Mr & Mrs R. Weston, [REDACTED]
1453 Miss Marion Crabtree, [REDACTED]
1454 Ian Butters, [REDACTED]
1455 Edmund A. Brown, [REDACTED]
1456 Paul D. Burrill, [REDACTED]
1457 Ms. M. Fourman & Mr P. Stevenson, [REDACTED]
[REDACTED]
1458 A. J. Mellor, [REDACTED]
1459 Mr & Mrs N.F.S. Stevens, [REDACTED]
[REDACTED]
1460 Mr G. Edmunds, [REDACTED]
1461 Mr M. R. Bassett, [REDACTED]
1462 David G. Putt, [REDACTED]
1463 Jonathan A. Thompson, [REDACTED]
1464 Mrs J. A. McMorriss, [REDACTED]
1465 David J. Ball, 202a [REDACTED]
1466 Martin J. Long, [REDACTED]
1467 John Verrill, [REDACTED]
1468 Peter Toomey, [REDACTED]
[REDACTED]
1469 Mr & Mrs Ray Powell, [REDACTED]
1470 Ms. Janice Christianson, [REDACTED]
1471 Mr & Mrs Stephen Desmond, [REDACTED]
1472 Mr & Mrs G. Lloyd, [REDACTED]
1473 David J. Miles, [REDACTED]
1474 Mr & Mrs G. Pratt, [REDACTED]
[REDACTED]
1475 Ian France, [REDACTED]
1476 Stephen Wadsworth, [REDACTED]
1477 Miss Jocelyn A. Hindhaugh, [REDACTED]
1478 John C. Ranson, [REDACTED]
[REDACTED]
1479 Ms. Gillian Wright, [REDACTED]
1480 Martin Goodyear, [REDACTED]

- 4th Sept. 8.00pm Social Meeting at the Railway, Marsden.
- 10th Sept. 8.00pm Social Meeting at the Diggle Hotel, Diggle.
- 19th Sept. 8.00pm IWA (West Riding Branch) Ken Goodwin, Chairman IWA, 'The Role of the IWA' at the Victoria Hotel, Great George Street, Leeds (behind the Town Hall).
- 2nd Oct. 8.00pm Social Meeting at the Sair, Linthwaite.
- 3rd Oct. 8.00pm IWA (West Riding Branch) Members' Slide Evening at the Victoria Hotel, Great George Street, Leeds.
- 8th Oct. 8.00pm Social Meeting at the Farrar's Arms, Grasscroft, Oldham.
- 17th Oct. 8.00pm IWA North East Region, Sir Leslie Young, BWB Chairman, 'The Planned Future for the Waterways', Victoria Hotel, Great George Street, Leeds.
- 6th Nov. 8.00pm A prize-winning photographer's view of canals. Sandra Bligh, 'Canals from the towpath' at Olive Branch, Marsden.
- 7th Nov. 8.00pm IWA (West Riding Branch) Teddy Edwards, 'The Waterways of Southern England' at the Victorial Hotel, Great George Street, Leeds.
- 12th Nov. 8.00pm Social Meeting at the Tollemache Arms, Mossley.
- 4th Dec. 8.00pm Social Meeting at the Railway, Marsden.
- 5th Dec. 8.00pm IWA (West Riding Branch) Christmas Social at the Victoria Hotel, Great George Street, Leeds.

Working Parties at Ward Lane, Diggle after 10am

6/7th September, 20/21st September,

4/5th October, 18/19th October,

1/2nd November, 15/16th November.

Telephone Trevor Ellis on Huddersfield 534666 for details.

The article on Page 3 has been reproduced from 'Waterways News', August/September issue, with the kind permission of the Editor.

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