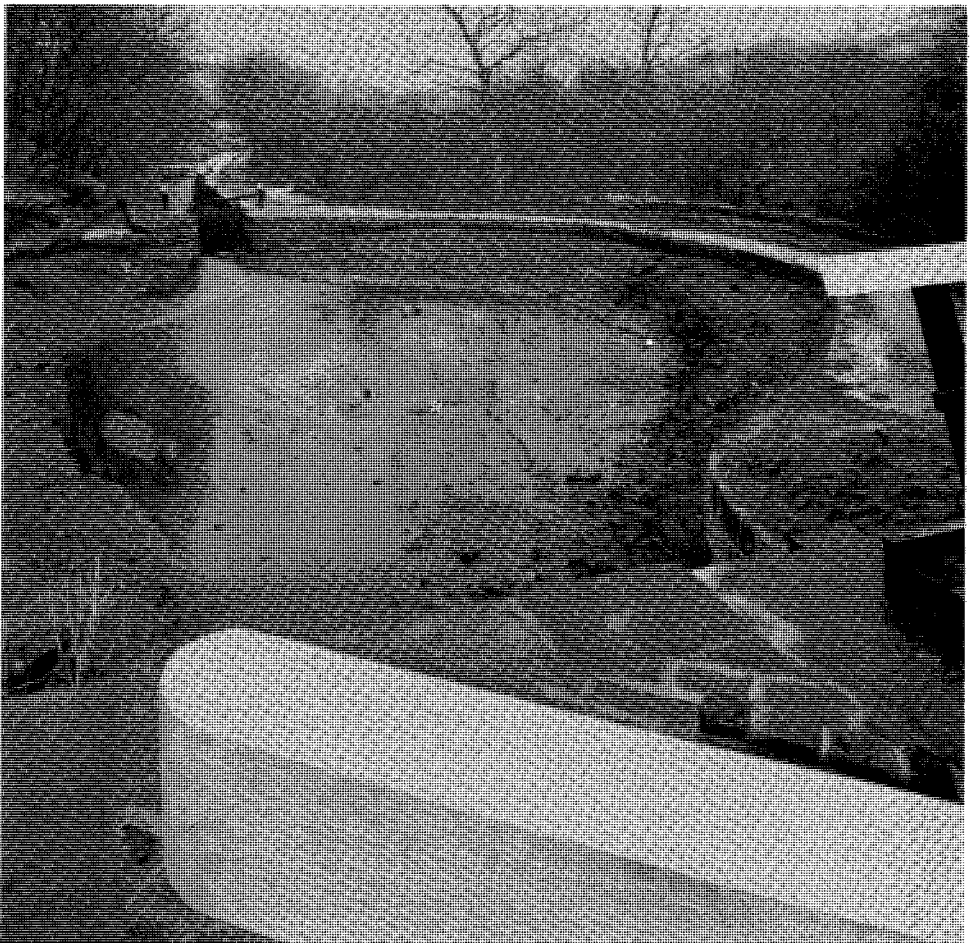


# **PENNINE LINK**

**No.73**

**Jan/Feb 1987**



**FREE to Members**

**25p**

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3 Grosvenor Square, Uppermill, Oldham. Tel: Saddleworth 3085.

*Photo shows recently completed Lock 35E in foreground and Lock 34E in distance.*

***THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.***

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**Editorial**

A Happy New Year to all our readers and welcome to the first issue of Pennine Link of 1987. We're looking forward to another successful year of restoration taking us that step nearer to completion and, thank **all** who have helped us achieve so much in 1986.

We're including in this issue a selection of recent photos of the restoration on both sides of the canal in an attempt to visually keep you up to date on the restoration front, news on changes to the East/West meetings, the latest news on the Tunnel End Reservoir and Bates' planning application as well as our usual features.

SUE GIBSON

My report in the last issue of Pennine Link summarised the objectives, benefits and recommendations of the study produced for the Society entitled The Benefits of Restoration. The report was presented to the Huddersfield Narrow Canal Joint Committee on 20th October in the Council offices at Ashton-under-Lyne.

Every local authority, British Waterways Board and the Society accepted the main drift of the report which outlined the job creation potential of a fully restored waterway, an injection of over two million pounds per annum into the local economy and benefits to the environment to enhance the quality of life and stimulate inward investment. The findings are conservative when compared to those in the Cost Benefit Study of the Rochdale Canal. But should further economic analysis be desirable or necessary we can prove the case for justifying the public expenditure necessary to restore the canal. Our analysts also felt that any of the options for Stalybridge would not prejudice the case for overall restoration. However they stated that a town centre route would bring most benefit to Stalybridge.

Tameside Council is currently studying the Atkins' Stalybridge report and I have written to their Chairman of Planning confirming the Society's support for the reopening of the canal on the original line. However, a recent planning application for the development of a supermarket on the line of the canal near Melbourne Street has been approved with the proviso that approval be given but that account must be taken of the line of the canal. Kirklees Council recently refused Bates and Co permission to 'infill' a previously erected building over the line of the canal. Bates and Co. may appeal but we applaud the Council's commitment to restoration

and we shall work towards a solution which satisfies both the needs of an important employer in Huddersfield and the restoration plans. Restoration of the canal through an urban environment should be seen as bringing benefits to the community and economy. The current spate of waterside development projects particularly in London and Liverpool demonstrates the attractiveness of water to the more progressive developers and landowners. One hopes that our three riparian local authorities will see canal restoration as a development to enhance the urban environment and thereby property values.

The "Action Plan" section of the Benefits Study is now being considered by all parties. For our part the Society has accepted the recommendations. The joint Committee has asked the Society to investigate feasibility of appointing a full time project officer, subject to grant aid being available. I shall report in greater detail in our next bulletin. It was also resolved to hold a seminar, organised by the Society, to examine all possible avenues of funding.

To assist your Council members we have hired a Consultant. Mr Michael Thompson will progress the points raised in my previous paragraph. Mike is the ex Director of planning of the defunct South Yorkshire Metropolitan Council and his appointment on a temporary basis will enable your Council to effect its tasks more efficiently over the next few months prior to the full-time appointment

Your project officer, Keith Gibson, produced a draft five year plan to 'spend' the GMC £1.2m. The report was accepted in principle as the basis for determining future works. Discussions by officers of Tameside, Oldham, BWB and the Society will follow to refine the restoration plan

including dropped bridges and the Hartshead section in Stalybridge. This latter section is being investigated by students at Sheffield Polytechnic with BWB input from Mr David Pyrah.

I wish you all a happy and prosperous New Year.

\* \* \* \* \*

## **Tame Valley Toepath Awards 1986**

The award for the most money raised goes to Paul Dyson from Harrow, Middlesex. Paul collected £85 from his colleagues at Data Logic Ltd. It's refreshing to see such excellent support from so far afield. The award for the most sponsored under 16 goes to Robin Fearn, aged 11 years, who raised £36. Finally, the most sponsored dog was Candy, a border collie, who raised £50 with a little help from owner Christopher Jones. Congratulations to all of you.

LAURENCE SULLIVAN

## **East/West Social Meetings**

By popular demand changes are about to take place with the East/West Social meetings. Every other month the meetings will take place on both sides of the Pennines, the following month (beginning February) there's to be a joint East/West meeting — February's on the East side, April's on the West and so on. You'll have to keep your eyes, on the Diary pages.

If you don't normally come to the meetings maybe this is a good time to start. We always try to be friendly (the beer's good too!)

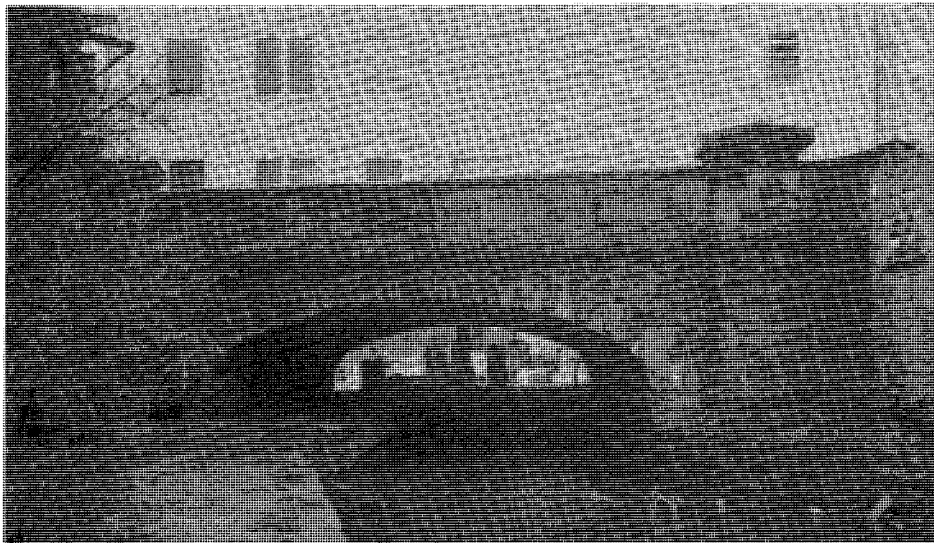
Anyone who may have experienced a touch of the 'blank page' 'syndrome' last issue may like to contact the editor who will endeavour to supply them with a complete copy.

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

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## BATES' PLANNING APPLICATION REFUSAL



*The new Bates' Building. The applications are to enclose the area at former canal level.*

*Photo: Bob Dewey*

An application by Bates and Co., for infill panels at Farefield Mills, Queen Street South, Huddersfield, in an extension which is over the original line of the Narrow, has been turned down by the Huddersfield Area Planning Subcommittee of Kirklees Council.

Kirklees planners had recommended that councillors should accept a compromise agreement — that permission should be given, temporarily, for five years. Bates' it was said had said they would leave the floor of the building over the line of the canal tarmaced.

The planners had recommended that the five year plan — which came in from Bates' at a late stage — should be accepted, with conditions. These were that the area would only be used for storage and no new floor would be laid without prior permission.

The Bates' plan has, of course, been a long running saga with one suggestion being put forward (seriously?) that there should be an alternative method of

restoring through navigation near the start of the Narrow by using the River Colne

In evidence to the planning committee H.C.S. said "We feel the plan is bound to significantly affect the possibility and likely cost of restoring the canal. A considerable amount of money has been spent on both sides of the Pennines towards restoring through navigation. The cost of rebuilding this section is one of the major obstacles which remain.

"The proposal removes any option of restoration at original level, compelling the construction of a tunnel. Even this will become difficult due to the presence of the building above."

Kirklees planning officer Malcolm Sizer told the meeting "We have had a meeting with the applicant and have come to a conclusion which is satisfactory."

But councillors decided otherwise and threw out not only the compromise plan, but also the main application.

## Consultant Project Officer Appointed.

As you will recall from the last issue of "Pennine Link", the Society have now accepted the proposed tasks put forward for us in L & R Leisure Consultants' report on the Benefits of restoring the canal. A major step forward towards achieving the goal of total restoration has been the recent appointment of Michael J. Thompson (Mike to his friends) as consultant project officer on a part time basis.

L & R realised that as volunteers your Council did not have the time to take the leading role required. Daytime meetings, telephone calls etc. have always been a problem, and we have reached the stage where we can no longer spare sufficient time off work. The consultants, therefore, suggested that we should appoint a full time project officer. To this end we have submitted a proposal for grant-aid towards salary etc. to the Department of the Environment.

Irrespective of that we realised that we needed someone in post now. We have been extremely lucky to secure the services of Mike Thompson. He is a Chartered Town Planner and a Chartered Surveyor and has been involved in local government Planning at a senior level for many years. He was the County Planning Officer of South Yorkshire before the abolition of the Metropolitan County Councils. His previous encounters with canals include the rebuilding to modern standards of the Sheffield and South Yorkshire Navigation. he is enthusiastic about the restoration of the Huddersfield Narrow and believes that restoration will happen. The only question is "when?"

KEITH GIBSON.

(Background note: Tunnel End Reservoir is the area of mud and water (mainly mud) behind the cottages at Tunnel End — it was originally designed to hold about 26 million gallons — now because of silting and the fixing open of the sluice gate it holds perhaps ½ million gallons. All reservoirs have to be inspected regularly if their capacity exceeds 5 million gallons and the inspecting engineer considers that a much enlarged overflow is needed to avoid the dam breaching in the 1 in: 10,000 year storm — that's a sort of Noah's ark flood!

BWB have tried various designs to try and satisfy the engineer and the planners — the last but one scheme was refused planning permission. This involved an underground syphon running down the hillside next to the cottages, under the canal in 3, 3 metre x 3 metre culverts into the river. The Reservoir would have been left empty to dry out the mud and later to be landscaped.)

Now read on : a revised scheme which still results in the reservoir being held empty has been submitted. It includes various amenities in the reservoir area — eg. bird hides, car parks etc but still most local people (I think), HCS, and Kirklees Council want an area of water, this planning application is undecided.

Kirklees have now appointed consultant engineers to advise them on how the reservoir could be retained (or kept with some water in it) whilst meeting the Reservoir Engineer's requirements.

More no doubt in the future!

BOB DEWEY.

### Editors Note:

I have been asked to point out that the Tunnel End Reservoir article in Pennine Link No.71 was BWB's point of view and not HCS's.

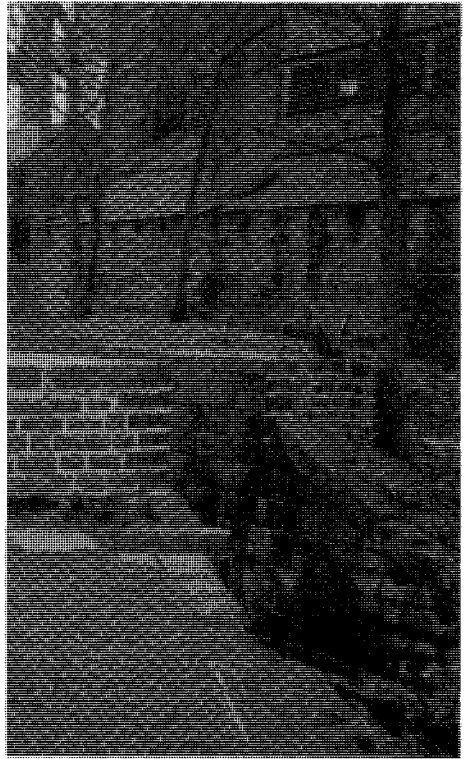
## Slaithwaite

MSC workers have now started work at Lock 21E — for the uninitiated, this is the first lock **East** of Slaithwaite the head of the lock has been dug out and the bywash repaired.

Suddenly people in Slaithwaite have woken up to the fact that the Kirklees Council really is going to do something in the town centre... but what?

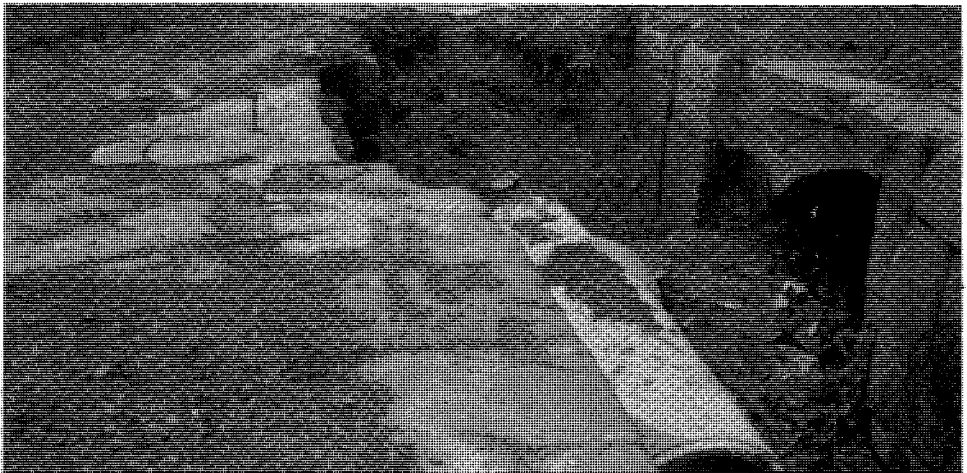
HCS Council have discussed the problem of Slaithwaite over many years; we've shied away from publishing our ideas because we know that it is a sensitive issue — many people in the town no doubt are worried that we're going to put a derelict canal back in place of the grass, trees and flowers.

The matter was discussed at the Kirklees Council Canals Working Party on 9th December, when it was decided to hold a public meeting in the new year to explain what could happen. Cllr. James Crossley said "people are naturally concerned in Slaithwaite. We have to show the people the canal need not be gloomy and depressing. It can be attractive and also a boost to the local economy."



*Lock 21E – First lock east of Slaithwaite*

*Photo: Bob Dewey*



*Head of Lock 21E (just east of Slaithwaite) – the pipe carries canal water through Slaithwaite.*

*Photo: Bob Dewey*





Photo 1: The Society's MSC Community Programme Project — Tameside Canals — is making good progress restoring the canal between Ashton and Stalybridge. Here the concrete bywash pipe is being installed under the towpath at Lock 1 west (Ashton Lock). Shuttering is put in place ready for concreting over the pipe.

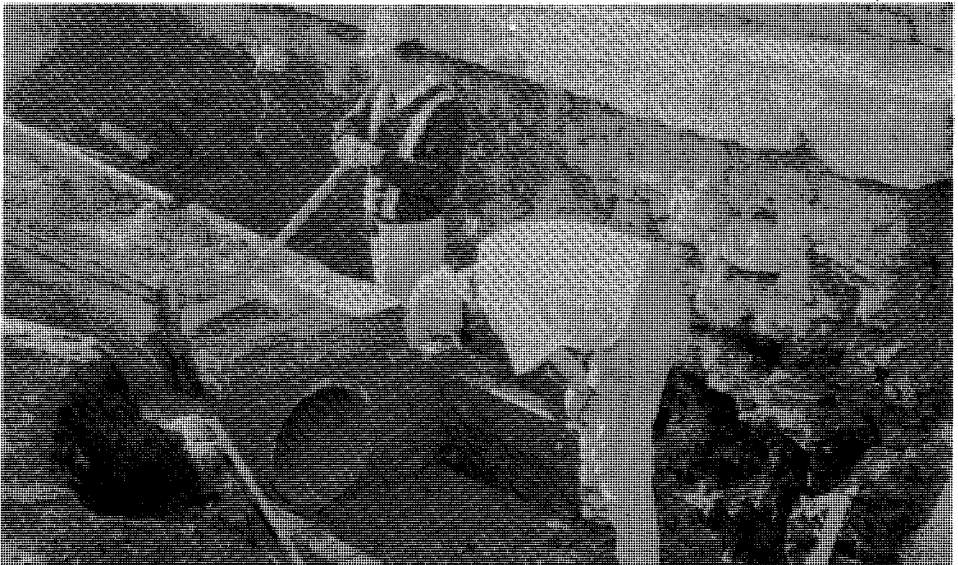


Photo 2: The concrete over the pipe is being levelled and bricks are being layed to form a manhole chamber along the route of the bywash.

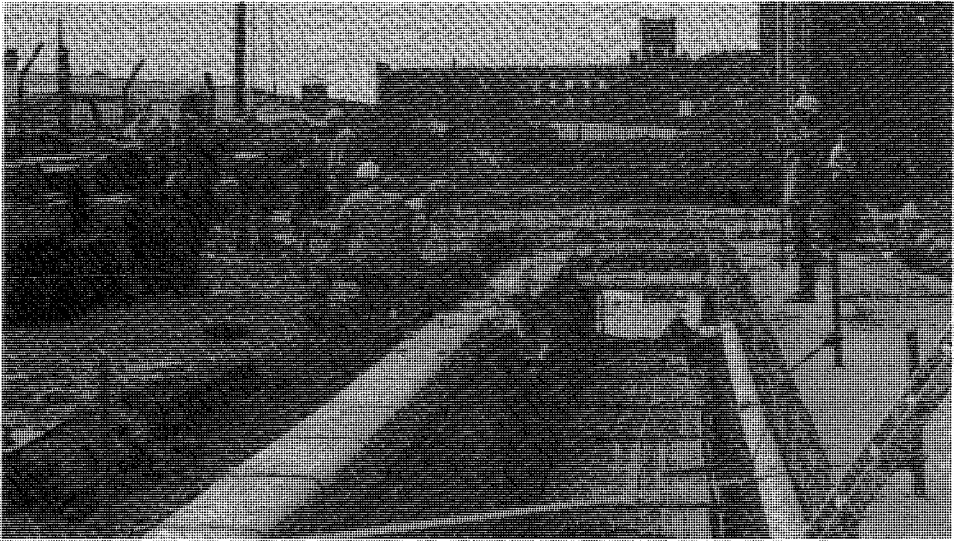
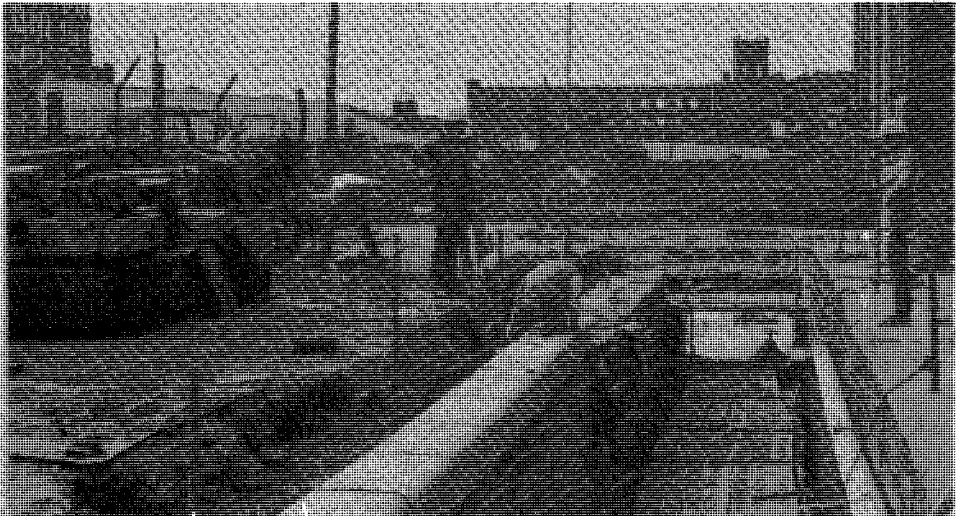


Photo 3: Lock 2 west. The towpath side wall (left on the picture) has been rebuilt and the copings are being put in place. Plantation Street bridge (below the lock) had been widened when the canal was closed under a licence granted by the Waterways Board to Senior Service, whose factory can be seen on the left. In co-operation with Tameside Canals, the company have employed Dews of Oldham to reduce the width of the bridge sufficiently to allow lock-gates to be fitted again. The lockside parapet wall of the bridge had been demolished and the concrete bridge deck reduced in width when this photo was taken. Dews had installed a new bywash pipe under the road (seen on the right).



*Photo 4: The coping is lowered into place.*



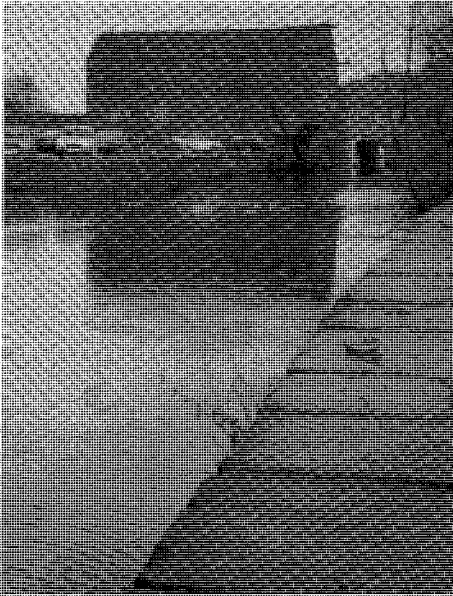
*Photo 6: Damaged quoin stones are drilled out at Lock 3 West ready to be replaced. The lock is now complete waiting for lockgates ordered from the Kirklees lockgate workshop.*

KEITH GIBSON

*Photos: Tameside Canals Ltd.*



*Photo 5: The rebuilt walls of Lock 3 West.*



## Polytechnic Warehouse

Congratulations to the pro-rector of Huddersfield Polytechnic who is promoting a scheme to refurbish the old canal warehouse next to Wakefield Rd to provide student facilities and exhibition areas. It will be a costly exercise but one that HCS believes will be well worth while.

*Photo: Polytechnic Warehouse to be seen beside the completed Wakefield Road bridge. (See also the new mooring ring in foreground).*

*Photo: Bob Dewey*

## Tunnel End Survey

Well over half of people questioned about new facilities at the Tunnel End Canal and Countryside Centre, Marsden said that trips through the tunnel should have top priority.

People visiting the centre were asked to fill in a lengthy questionnaire about what they thought of the centre, the facilities offered and what else should be provided.

The survey covered a fifteen weeks period during the main visitor periods of late Spring and the majority of the Summer and included both the Spring and August Bank Holidays. 60.7% of those who responded to the question on new facilities said that a tunnel trip would be top of their list. The questionnaire compilers comment "The significance of, and interest in, the tunnel and trips through it are fairly obvious."

Boats also occupied second place in the table of priorities. For 34.7% of those

who responded to the questionnaire said that they wanted to see boat trips at Tunnel End, even though they did not go through the Tunnel. More ducks and swans were called for and so was access to the interesting "cascade."

People questioned also said that there should be improved exhibition and better refreshment and external facilities. The questioners had expected that visitors to Tunnel End would do so in conjunction with trips to other destinations. But information collected does not support this. Most people visiting the centre only went to it and then returned home. And an interesting fact gleaned was that a large number of people also visited Diggle and Uppermill. This indicated interest in both sides of the Narrow canal within the area of the tunnel.

H.C.S. officials are, of course, looking actively at a better trip boat being provided at Tunnel End, although 'Stan' is doing sterling service at week-ends and H.C.S. members are invited along to 'have a go.'



The whole of the period since the last 'Pennine Link' has been spent in rebuilding the tail walls of lock 31W, adjacent to Ward Lane bridge in Diggle. At the time of writing we have almost completed the offside wall and aim to start on the towpath side at the next weekend. The piles of stone on the lockside are already shrinking and we are cutting stones from pieces which would otherwise be waste.

*Photos show work starting on the retaining wall at bottom of Lock 31W.*

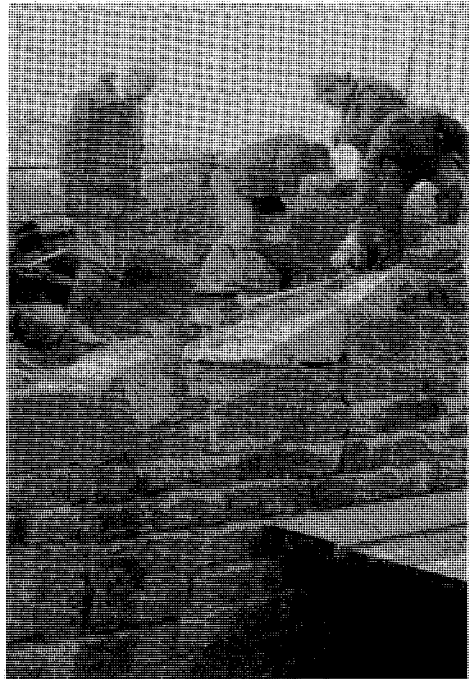
*Photos: Bob Dewey*

The biggest problem we have had has been a failed steering box on our dumper. Those with memories of Uppermill and the Dungebooth Lock restoration will recall that on some winter days we seemed to spend the whole day barrowing equipment and materials onto and off the site. Recently we have been back to that situation and the return of the dumper will be welcome. Three trips will move more sand and aggregate than we could barrow in a full day.

Future dates are as follows:-  
 3/4 January, 17/18 January,  
 31 Jan/1 Feb, 14/15 February,  
 28 Feb/1 March, 14/15 March,  
 28/29 March, 11/12 April,  
 25/26 April

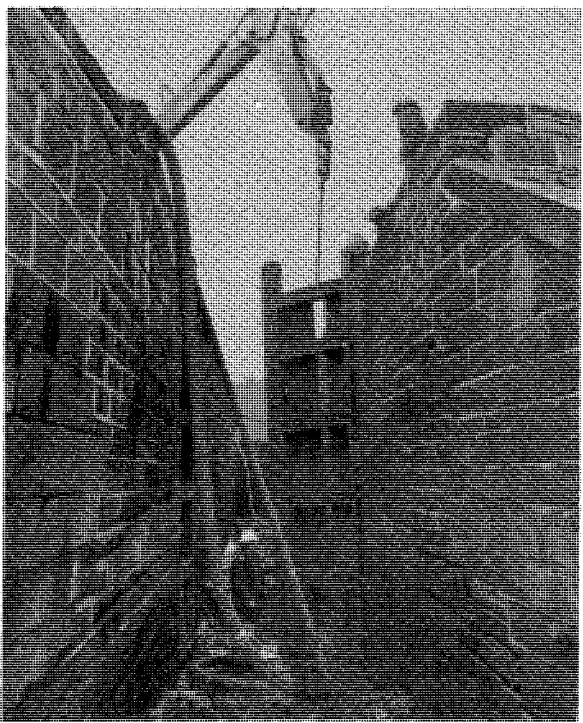
I am sorry that we have not quite managed to stick to the first and third weekends, but this seems to be the best arrangement. Please phone Huddersfield 534666 for further information.

TREVOR ELLIS.



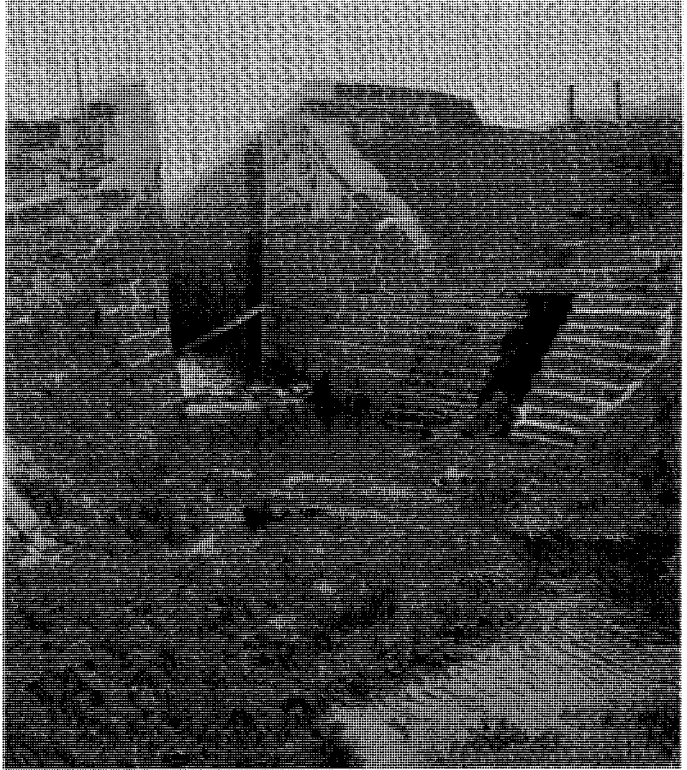


*Lock 32E before  
&  
Lock 32E after*



*Photos: David Naylor*





*Lock 30E ready for gates  
Photo: Bob Dewey*



*Photo: above Lock 24E – canal dredged, just west of Slaithwaite*

The Annual General Meeting of the Organising Committee of the Ashton Canals Festival was held on 17th September at the Buck and Hawthorn Hotel, Ashton.

Final reports were made about the 1986 Festival which should show a profit of some £1,000. This is down on last year but several capital items have been purchased for use at subsequent festivals.

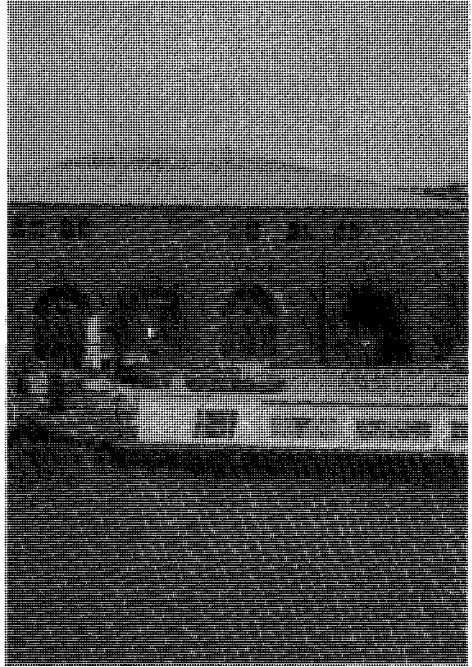
The Election of Officers produced several changes as it is vital that people do not get into a rut with any job:—

There is a new Chairman: Vince Willey and Secretary: Sue Willey with Hazel Maskell re-elected Treasurer. In the same office as last year is Malcolm Thorp as Entertainments Officer; Trevor Harvey as Trade Stands Organiser; Diane Shore as Competitions Officer; John Baker as Communications Expert and Des Philips as Security Supremo.

In new positions are Ann Minor in charge of the Civic Cruise arrangements; Fiona Minor and Simon Ogborn jointly as Site Services Officers; Wendy and Denis Latham jointly with Alan Pollitt to organise the Boats and Waterborne Events; Alwyn Ogborn will have the awesome responsibility of organising Sponsorship; Wendy (have typewriter, will travel) Jones will take the Minutes and make sense of our meetings; Bob Loukes and Geoff Ward (from Tameside Transport Museum) will be Transport Organisers and Brian Minor (having a rest after two years as Chairman) will take over the Festival Publicity.

There are four brand new names on our Committee this year in the Ogborns and the Lathams and hope they can stand the strain!

The Committee would be delighted to see anyone who would like to help organise the 1987 Festival. You don't



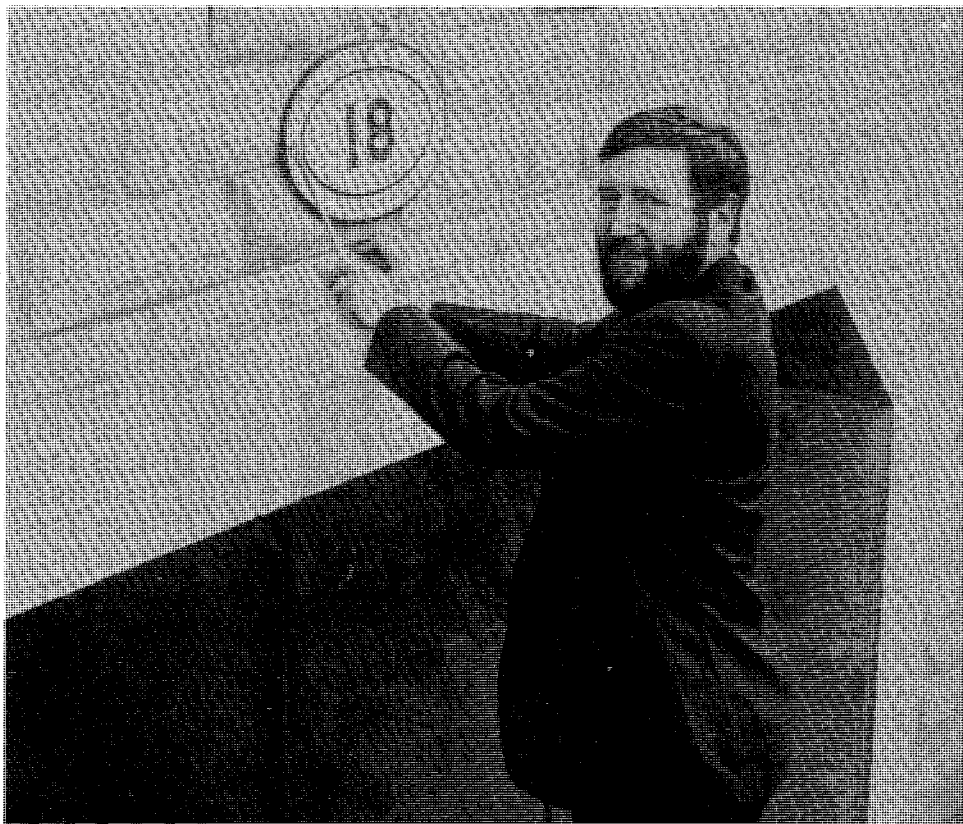
*Photo show Portland Basin, Ashton scene of the action in July. Photo: Sue Gibson*

have to be a boater, less than half the Committee are boat owners but all of us are vitally interested in restoring the Huddersfield Narrow Canal and improving the environment. We are also slightly mad!

Any volunteers please ring Vince Willey on 061-330 9810 or come along to the Buck and Hawthorn, third Wednesday in the month and we will be delighted to welcome you. (Incidentally, another reason for coming is that I can personally vouch that the beer is very drinkable!)

Any further details from:—  
 Brian Minor, Press and Publicity Officer  
 Ashton Canals Festival  
 45 Gorton Street  
 Peel Green  
 Eccles  
 Manchester M30 7LZ.  
 Tel: Daytime only 061-789 4867.





*Photo: Huddersfield Examiner*

A long lost bridge number plate is now back in its rightful place, marking the junction of the Huddersfield Broad and Huddersfield Narrow Canals.

The plate — number 18, marks the last bridge on the Huddersfield Broad Canal at Aspley, Huddersfield — was ceremonially screwed into place by ex West Yorkshire County Councillor and now H.C.S. Council member Garth Pratt, who, in March officially re-opened the Wakefield Road Bridge, restored to Navigation, at a cost of £160,000.

The plate was missing when contractors constructing a tunnel through the bridge started work. But H.C.S. Secretary Bob

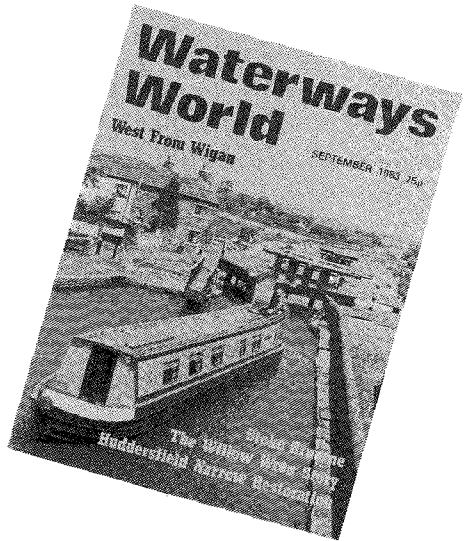
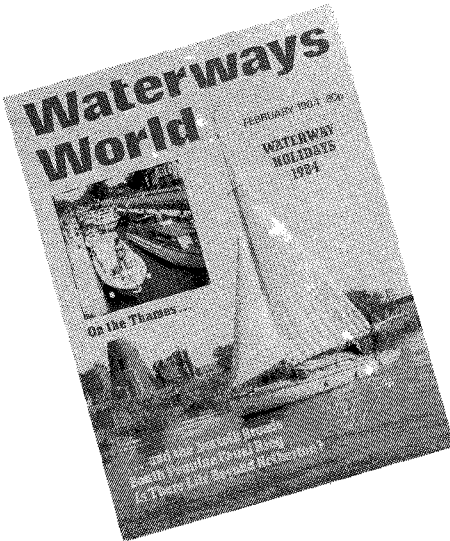
Dewey's inquisitive mind was a vital factor. He found the lost plate in thick mud at the bottom of the canal when it had been drained, and cleaned it up and gave it a fresh coat of paint.

Replacement of the plate may seem only a minor matter, but as Mr Pratt, a boating enthusiast pointed out, number plates are vital for boaters. "They indicate, in conjunction with waterways maps where important facilities, such as shops, and of course, pubs are located. The plate back in its place completes the Wakefield Road Bridge project which was the major breakthrough in linking the Broad and the Narrow Canals" he said.

*Until the Huddersfield Narrow's open again let*

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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.

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Postcode ..... Telephone: .....

Occupation .....

Amount enclosed £ ..... Cheque/PO/Cash

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If 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.



**The Diary of an Enthusiastic Mariner**

It's April 1984 and Anne and Ken, with their crew of daughter Sarah, Friend Helen, nephew Ben and William the long long-suffering dachshund, are on the return journey of their fifth annual canal holiday. The boat is Black Prince "Phantom", out of Welford, moored at Cropredy on the Oxford Canal.

**Day 5 Wednesday**

Had a lazy lie-in and got up at 9.00am! Out to the shops for a little buy in and then toured Cropredy village, quite delightful with a lovely old church and matching houses. He went mad and we had lunch at the Red Lion! Back to boat, quick change and off by 1.15. Weather deteriorating rapidly to ultimate down-pour; all in waterproofs. Girls starting to drive more makes a difference; at least we can **all** take turns at going below to dry off and warm up a bit (Reading that again, it sounds like part of Captain Scott's diary, not mine!). The driving makes life more interesting for the girls and gives Ken a bit of a rest (one of these days I'll get really good at it and show them all!) Girls bumped a bit through the locks but very good really. A short, easy day — just as well with this weather. Sarah drove most of the time towards tea-time. Came through Fenny Compton "tunnel", now just a cutting. Saw a water vole that stayed with us, swimming along-side for ages. Sarah was saddened because it reminded her of honey, the late (much) lamented hamster.

Moored at the George and Dragon at 4.00 — what a short day. Clothes drying everywhere; showers for everybody. Had dinner, stew with beans and mashed, then bakewell tart. Off to the George and Dragon and chatted all night with a crowd from Kent all holidaying together in 4 boats. We has seen them taking on water at Lower Heyford; tied up along-

side each other they looked like a travelling hire fleet! Had a super night, swopping tales.

**Day 6 Thursday**

Woke to a clear blue sky and away by 7.50. Heavy frost through the night — soon warmed up and really hot. Rolling countryside predominates, not very interesting. I did plenty of driving — passed the boats from Kent having breakfast (what time did they get up?) and waved them goodbye. Another lot of fleeting acquaintances — it's a happy/sad feeling

Got off at the first lock and from then on the girls took the boat through the locks while Ken and I walked on the towpath with Ben and William — must have walked about three miles. Lovely. Moored up below Napton top lock and walked into the village — not much to see, and one of those places I've mentioned before which was **totally** deserted. We walked round for fifteen minutes or so and never saw a soul. Absolute quiet, too — eerie! It was too far to the windmill (if you ever go to Napton you will not miss seeing the windmill) so we came back and went on to Napton Bridge Inn for lunch — excellent. Ate outside in a sheltered, sunny car park! Remained sunny and warm. Ben now doing a lot of driving under Ken's careful gaze and getting quite good. Moored up at Braunston, near The Boatman, and took on water. Ken and I walked up to the village, mainly Georgian. Converted windmill — went to the church — site of one dating back to 1222. Had a look at the "Rugby arm" of the canal and the strange configuration of the "canals" here with the elegant twin bridges. Back to the boat and dinner of savoury mince, mashed pots and bakewell tart. To the Boatman for a couple, nobody in (well, nobody scruffy we could equate to!) so back on board and watched a bit of tele.

**Day 7 Friday**

Our last day dawned clear and sunny. Double locks straight after setting off so had the girls up very smartish — 6 locks and then a tunnel. Weather really gorgeous. The girls took the boat up in the Watford flight while Ken and I locked for them. Sarah drove through Braunston Tunnel and Helen through Crick. We met a boat coming the other way and Ken, as he had promised himself, took a photo as it passed. We hadn't reckoned with the brightness of the flash in the intense dark and the poor driver of the other boat reacted as if he'd been shot! His "night sight" must have been ruined for weeks. We shouted profuse apologies and chugged away from each other. It was a rotten photo, too!

Moored up after to have a leisurely lunch. So beautiful and hot; stayed till 2.30; Ken asleep on roof. A slow "saunter" back to Welford (no locks, of course, here) plenty of bridges and the never-ending rolling farmland. Got to Welford at 7.00. Ark Royal in (no, not that one;) and helped us to moor. Had to shunt several boats along to get us in. Doesn't seem a week since we set off. Still a beautiful evening with a superb sunset. Dinner of macaroni cheese and cherry slices. Helen had bacon and eggs (I don't know why I mention that only here — she had "done her own thing" most of the week;) went to the Swan for a drink then back to the boat — did all

the packing we could, watched TV, had a drink then bed.

**Day 8 Saturday**

Woke early to another glorious day; pity we're not going anywhere (afloat that is) Up at 7.30. Had breakfast while doing last minute packing and cleaning. Simon and Jeni arrived with the "baggage car" before nine — been on the way since 6.30. Cleaned the boat thoroughly — possibly cleaner than when we took it over, although that's difficult to achieve with Black Prince! Set off for home at 9.15 — good journey — dropped Ben off at 11.15 — first load in the washer by 11.40! when unpacking found I had left all my best kitchen knives (without which I never move abroad!) — not very pleased. (They came by post eventually) And so another canal holiday is over.

**General Notes** copied straight from the Log.

"Oxford Union Canal not very interesting — few shops and amenities and much silting between Welford and Braunston. Towpaths bad and in some places non-existent. A good summer trip for those who like doing very little, but not us." COME ON, SOMEBODY, where's your enterprise?

IN THE NEXT issue Anne and Ken finally, after years of trying, actually book a boat on the Cheshire Ring — and finish up locking with a 250foot tanker and taking a postcard by hand to Ken's office in Wakefield! Read all about it!

*Telephone: Glossop 66536 or 061-427 2377*

**SHIRE COTTAGE**

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*Prop: Monica Sidebottom*

**BENCHES LANE, CHISWORTH**

*opposite Woodheys Restaurant, Marple-Glossop Road (A626)*

'Doreen', a Windermere launch operated by the Calder Navigation Society was the vessel used for a trip between Brighouse and Sowerby Bridge on Sunday 26th October 1986. 'Doreen' will celebrate her 50th anniversary in 1988, is fitted with a 2-cylinder Thornycroft engine and whose white hull, varnished woodwork is eclipsed only by the magnificent bevelled glass windows of her superstructure.

Clearing Brighouse top lock the first of seven boats passed, all moving downstream. At Brookfoot lock gates leading into the Calder provided a reminder of a long disused river link. Lunch was taken at The Colliers Arms where the party watched the skipper, Colin Scott demonstrate his skill with a saw by thinning waterside vegetation, the larger pieces of which were carried on the roof. At Elland, maintenance was in progress on several of the many vessels moored there. In different places three BWB vessels were moored in readiness of heavy work to be undertaken at Salterhebble. The sight of 'Akond of Swat' turned conversations to boat names and their origin. At Salterhebble the bottom lock was occupied by the narrow boat 'Oxford' and here interest centered upon the guillotine gates and timber aqueduct, which is shortly to be rebuilt. Then followed an exploration of the stump of the Halifax branch canal, at Salterhebble a new housing complex was under construction, the dock had been cleared and new gates fitted and stone setts abounded in the shadow of the old wharf with its enclosed roof that vanished long ago. Walking beyond the A629 a pump for taking water up to Halifax was obortively saught in the jungle there abouts before 'Doreen' resumed her stately progress to Sowerby Bridge where the lower arm of the Rochdale Canal was sampled.

The 10½ strong party, (½ was a baby

girl getting her sea legs) made an enjoyable trip under perfect Autumn conditions and cemented the good relationship between ourselves and a kindred society to whom thanks are expressed and to Colin Scott for his guidance and Navigational skill.

NEIL FRASER

## Book Review.

The inland Waterways of Great Britain (Sixth Edition) —L A Edwards

Not many of the waterways books in print today can be described as 'classics', but one which undoubtedly can is 'Edwards', as it is commonly known. Since 1950 Mr Edwards has been keeping up the work started by H. R. De Salis with his "Bradshaws Guide to the Canals and Navigable Rivers of England and Wales". The latest edition is the best and biggest yet. Many waterways have been added, including the Huddersfield Narrow, which features for the first time since 1950, when a grim foot note announced the closure. A welcome improvement is that maps of the waterways are provided.

This book is **the** basic reference book, with brief history, distances, dimensions, lock details, in fact everything about every canal and river. it is inevitable that a very few errors do occur, including unfortunately in the entry on the Huddersfield Narrow, but these are totally insignificant compared to the wealth of information available.

Certainly not a book I would recommend anyone to sit and read from cover to cover, but not to be missed by the enthusiast.

TREVOR ELLIS.

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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
Standedge Tunnel Tea-Towels	£1.75	25p p&p
Diggles 6" high	£1.00	25p p&p

**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 designs }	£3.50	For details of postage write to or telephone Jean Buckley
Lace Plates	small		£2.50	
Tunnel End Plates	{ set of three }	or each	£4.95	
Dungebooth Plates			£4.95	
Turnbridge Plates			£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

**SALES ORDER FORM**

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**OPENING TIMES**

Monday-Closed, Tuesday-2pm-4pm

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

Sat & Sun 11am-4.30pm

Bank Holiday Mondays 11-4.30pm

For details of Activities etc.

Tel: Huddersfield 846062

**Exhibitions**

30th December-30th January Colne Valley Countryside Management Service

1st February-3rd March old Maps of the Huddersfield Area, George Redmonds

1st February-3rd March Glass by Mill-race, Holmfirth

**Evening Talks**

19th February 'The Colne Valley Countryside Management Service' by David Finnis

**Conservation Days**

Meet at Tunnel End 10am. Old clothes and wet weather gear advised, packed lunch required

7th/8th February

7th/8th March

This work will be anything from litter picking to stile building and tree planting.

**Programme of Walks**

**Sunday 25th January**

'Pule and Standedge'. Meet Mr. Jean Cernul at 10.am. at Fall Lane Roundabout, Marsden. 8 mile hard walk for experienced walkers, packed lunch required.

**Sunday 1st February**

'Milnsbridge Circular' Meet David Finnis at 10am at Canal Basin, Milnsbridge. 8-10 mile moderate walk. Packed Lunch required.

**Saturday 14th February**

'Countryside and Canal' Meet John Sully at 1.30pm at Slaithwaite Bus Station. 5 mile moderate walk.

**Sunday 1st March**

'Canal and Countryside' Meet Garth Pratt at 1.30pm at Marsden Railway Station. 5/6 mile moderate walk.

**Sunday 22nd March**

Pathfinder Day Meet at 10am at Tunnel End Centre, Marsden. Participants will be shown how to use a good map, identify rights of way, decide routes etc. Demonstrations and discussions will occupy the morning. After lunch a walk with opportunity to practise map reading. Refreshments available 2-5pm but packed lunch required.

**Sunday 29th March**

'Standedge Trail' Meet David Finnis at 10am at Marsden Railway Station 12 mile hard walk. Packed lunch required.

We are pleased to welcome the following new members:

- 1505 Mr & Mrs John Walmsley, [REDACTED]
- 1506 Mr Robin E. Hoare, [REDACTED]
- 1507 Mr Philip Jones, [REDACTED]
- 1508 Mr Trevor J. Ede, [REDACTED]
- 1509 Mr Raymond Crane, [REDACTED]
- 1510 Harry Sykes Ltd, [REDACTED]
- 1511 Mr Benjamin P Fowler, [REDACTED]

VAL DEWEY, Membership Secretary



**DUST DOWN YOUR WELLIES WITH WRG!**

Keep your shovel in the Restoration Scheme by joining us on away digs. Monthly visits to Stratford-Montgomery Pocklington. Lots of fresh air, good food, convivial company.

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

- 8th Jan. 8.00pm East side meeting at Railway, Marsden.
- 14th Jan. 8.00pm West Side meeting at Farrars Arms, Grasscroft, Oldham.
- 5th Feb. 8.00pm Joint East/West Social Meeting (with guest speaker) at Olive Branch, West Slaithwaite.
- 5th March 8.00pm East side meeting at The Sair, Linthwaite.
- 11th March 8.00pm West Side meeting at the Tollemache Arms, Mossley.
- 8th April 8.00pm Joint East/West Social Meeting with guest speaker from the Ribble Link Trust giving talk entitled 'The Ribble Link' at the Cross Keys, Uppermill, Saddleworth.  
Any queries regarding the meetings please phone Jack Carr on Chorley 65786.

**IWA Manchester Branch Meetings**

- 6th Feb. 8.00pm Lymm Cruising Club, The Square, Lymm. 'Developments on Rochdale Canal' by John Fletcher.
- 6th March 8.00pm Worsley Cruising Club, Cawdor Street, Patricroft, M/cr. Annual General Meeting.

Working parties at Ward Lane, Diggle after 10.am

- |                    |                 |
|--------------------|-----------------|
| 3/4th January      | 14th/15th March |
| 17/18th January    | 28th/29th March |
| 31st/1st February  | 11th/12th April |
| 14th/15th February | 25th/26th April |
| 28th/1st March     |                 |

Please phone Trevor on Huddersfield 534666 if you have any queries or need any information regarding the working parties.

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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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