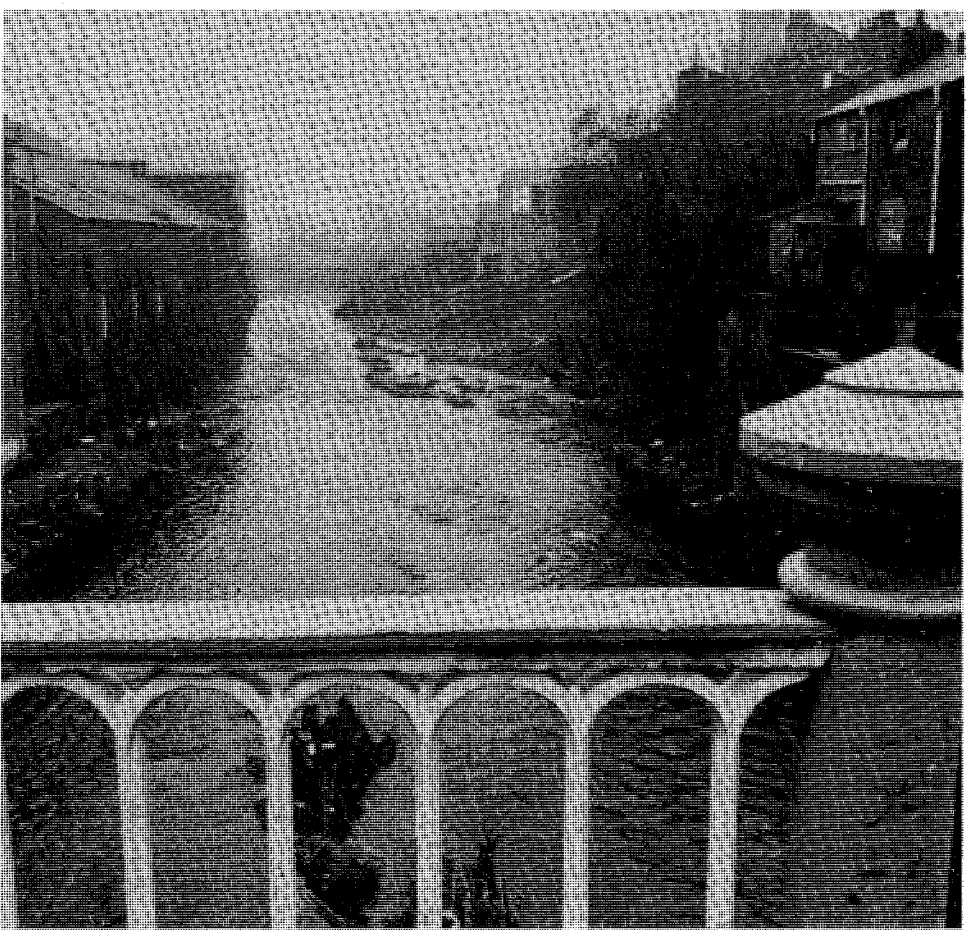


**HUDDERSFIELD
CANAL
SOCIETY**

PENNINE LINK

No.74

March/April 1987



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	Leslie Winnard	c/o Binder Hamlyn, Scottish Provident House, 52 Brown St, M/cr M2 2AU. Tel: 061-831 7121.
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	3 Wood Top, Old Mount Road, Marsden, Huddersfield. Tel: Hudds 846924.
Company Secretary	John Fryer	c/o Ramsdens, Ramsden Street, Huddersfield HD1 2TH.
West Side Chairman	Jack Carr	19 Sycamore Avenue, Euxton, Chorley, Lancs. Tel: Chorley 65786.
Festival Officer	Brian Minor	45 Gorton St, Peel Green, Eccles, Manchester. Tel: 061-789 4867.
Local Authority Nominees:	Garth Pratt	Ken Goodwin — Chairman of IWA
	Ken Goodwin	
	Peter Scott	
	Allen Brett	
	John Sully	
Membership Secretary	Mrs Val Dewey	38 Paris Road, Scholes, Huddersfield, W.Yorks HD7 1UA. Holmfirth 685022.
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.

Non-Council Posts

Cover photo: shows the River Tame as it looks from Melbourne Street at the moment. Photo: by kind permission of the Stalybridge Reporter.

THE JOURNAL OF THE HUDDERSFIELD CANAL SOCIETY LTD.

Council/Non-Council Posts inside front
Editorial 1
Chairman’s Remarks 2-3
Letters 3
Diggle Restoration Report 4
Huddersfield Festival 4
Bates 4
3 Men in a Boat 4
Annual General Meeting 5
Boathorses 6-7
Drambuie Marathon 8
The Wife’s Tale — part 15 11-13
Sales List 15
Tunnel End 16
Membership inside back
Diary back cover



Editorial

The Society’s big news this issue is Tameside Planning Committee’s recommendation on the route through Stalybridge. The full story on page 2.

The AGM is on the 24th April and once again we hope to see many of you there. If you feel you can assist with the running of the Society, nominations proposed and seconded, can be sent to the Company Secretary, or a phone call to any Council Member should be able to enlighten you as to how you can help out.

SUE GIBSON

On Thursday, 29th January 1987 at a combined meeting of the Recreation and Planning Committee of Tameside Council the following recommendations were agreed upon to be put forward to full Council on 24th February 1987. I paraphrase:—

1. that Route 7 through Stalybridge be chosen as the route for through navigation. Members will recall that W S Atkins identified seven possible options including two routes at high level through the town using part of the old Micklehurst loop railway line. The Atkins options were all feasible from an engineering standpoint but construction costs varied significantly and some options were unpopular for many reasons.

2. that the Huddersfield Canal Joint Steering Committee be requested to sponsor a detailed and fully costed engineering study of the chosen route.

3. that the officers are to be authorised to progress the plans to restore the Canal as soon as possible through Bayley Street onto the land bordering High Street and Caroline Street.

The Society is disappointed that Tameside have not felt able to choose the old route, either at the levels as built or at a lower level to pass below Delta Enfield and Millwood Rubber Company. We feel that a chance has been lost to revitalise the centre of Stalybridge by combining shopping, industry and a leisure artery leading through the town centre.

However, the decision has been taken, for whatever reason, and it is no use lamenting the infilling of the Canal in Stalybridge in the '60s when other towns and villages were considering re-opening derelict waterways. We must applaud Tameside for recognising that living waterways will bring benefits including jobs. Our subsidiary company, Tameside Canals Limited, is a testament

to the job creation benefits of restoration. Over the past two years, 460 jobs have been created with 32% going on to full-time employment. The Committee also approved and accepted the findings of the benefit study which is heartening.

We trust that the full Tameside Council will approve the Planning and Recreation Committee's recommendations and we look forward to further progress.

The route of the Canal from Ashton to Diggle is now all but fixed. Plans for Huddersfield town centre are well advanced but not yet agreed so we can look forward to the way being clear for a determined route of the Canal before too long.

Keith Gibson has prepared a detailed work programme aiming to restore the bulk of the Canal from Ashton to Diggle over the next five years, based on the draft programme accepted by the Huddersfield Narrow Canal Joint Committee on 20th October 1986.

The first three years of the programme have been submitted informally at this stage, to the Department of the Environment with the intention of making bids for grant-aid from the European Regional Development Fund-sponsored Mersey Basin Campaign later in the year.

No details of the actual programme can be revealed until agreement of all participating bodies (Oldham and Tameside Councils, British Waterways Board and this Society) has been obtained. I must thank Stephen Whitby and John McLoughlin of our subsidiary MSC scheme, Tameside Canals Limited, for their help in preparing the programme. Oldham Council's engineers have been very helpful in producing initial estimates of the cost of bridge works in Saddleworth and officers of Kirklees Council have kindly given advice concerning costs experienced on their MSC scheme.

One point of particular interest, perhaps, is that the Joint Committee of British Waterways Board, Kirklees, Oldham and Tameside Councils at their meeting on 12th January, agreed to include a proposal for a survey of Standedge Tunnel in the submission for grant-aid from the Mersey Basin Campaign. Provided that grant-aid is available, the Society has agreed to match any contribution to this survey from the Local Authorities and the Waterways Board.

Mike Thompson, our Consultant Projects Officer, has already more than proved his worth by attending meetings all over the country to discuss grant-aid for the Canal and the work programme and has built up a rapport with the Local Authorities and British Waterways Board. We have reached another watershed in our progress towards restoration and should the deserved grant-aid and support be forthcoming, 1987 will be another milestone in progress towards the goal — full restoration by the mid-1990's.

Dear Editor,

Isn't it funny the tricks the mind plays as you get old?

Before I saw a photo of Mr Pratt fixing the number plate to Wakefield Road Bridge in the last issue of P.L. I was convinced that Bob Dewey and I had fixed it.

But the camera cannot lie so I must be mistaken. The balancing of a ladder in the cut, Bob chiseling away at the stone to get a flat mounting surface, running a collection of extension leads across the marina to run the electric drill must all have been imagination.

Thank you for putting the record straight.

Yours sincerely,
J. K. MAYNARD

PRESS DATE 1st APRIL

Articles to be with the Editor by above date to be included in May/June issue.

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



Commercial & Portrait Photographers

UNION BANK YARD, OFF NEW STREET, HUDDERSFIELD

Tel: Huddersfield 20775

Diggle Restoration Report

This month I can report the completion of the offside tail wall at lock 31W (pictured last issue). I think all who have worked on the wall are pleased with the finished result, which should look even better when landscaped and grassed in the Spring.

We are now working on the towpath side, where most of the unsafe stonework has already been demolished and several courses rebuilt. One whole weekend was lost in January due to snow, and part due to rain. The good news is that the dumper is operable again, cold diesel permitting.

Future plans for this lock include re-setting the copings, which have been moved out by frost action over the years; there is also a larger bulge in one wall. We could use some scaffolding on this job, and I would be grateful for any contacts. This will be even more necessary when we move to lock 32W. Once we have done with the copings there is only the problem of the bridge-hole to clear before we look at gating.

HUDDERSFIELD FESTIVAL Sept. 12/13th 1987 Polytechnic Site, Huddersfield

The first Kirklees/HCS Joint Festival will take place on the same site as last year but will be bigger, better Kirklees Planning Officer, Eric Woulds is to co-ordinate the arrangements. HCS will be providing help and will organise the site, and the mooring arrangements.

Would You Like To Help? If so please contact either Bob Dewey on Holmfirth 685022 or Gill Pratt on Hudds 536768. We hope to see you there and the more the better.

Following on from the last issue of Pennine Link, Bates and Co. have now appealed against the refusal of planning permission and, it is understood a public inquiry is likely to result.

HCS will be there, it may be valuable for members to write to the Inspector and/or attend the Inquiry — more details when available. Bates have also lodged a revised application seeking a temporary permission (last time they sought a full approval) for filling in the ground floor of their new building over the canal.

3 Men in a Boat

Three men from Huddersfield hoping to explore the secrets of Standedge Tunnel were involved in a drama that could easily have ended in disaster.

Around midnight on 2nd January they decided to venture into the Tunnel with a dinghy going first through the railway tunnel and then down a shaft into the canal tunnel.

Halfway through, the dinghy sprung a leak so the three scrambled onto fallen rocks and stayed there until morning when it was decided that one of them should go and fetch help.

Once out of the tunnel he went exhausted to the Tunnel End Countryside Centre to raise the alarm. Firemen, police, ambulance and staff from BWB were all involved in the rescue which came to a happy conclusion about three in the afternoon.

A BWB spokesman said "It was a stupid idea. The tunnel is closed because of the dangers to the public and for anyone to attempt to go through it is ridiculous — it's dangerous inside the tunnel for people equipped with all the correct safety gear, and that is why it has been closed for so long. We will now look at what action we will be taking against these three men".

NOTICE IS HEREBY GIVEN THAT THE SEVENTH ANNUAL GENERAL MEETING OF THE ABOVE NAMED COMPANY WILL BE HELD AT UPPERMILL CIVIC HALL, UPPERMILL, ON THE 24th DAY OF APRIL 1987 AT 8.00pm. TO TRANSACT THE FOLLOWING BUSINESS:

- A. To receive and adopt the Accounts for the Company for the year ending 31st December 1986 together with the report of the Council of Management and of the Auditors thereon.
- B. To re-elect Messrs. Revell Ward of Huddersfield as Auditors and to authorise the Council of Management to fix their remuneration.
- C. To re-elect David Michael Sumner as a Member of the Council of Management retiring by rotation.
- D. To re-elect Trevor Ellis as a Member of the Council of Management retiring by rotation.
- E. To re-elect David Wakefield as a Member of the Council of Management retiring by rotation.
- F. To re-elect Sue Gibson as a Member of the Council of Management retiring by rotation.

- G. To re-elect Keith Gibson as a Member of the Council of Management retiring by rotation.
- H. To re-elect Garth Pratt as a Member of the Council of Management co-opted during the year.
- I. To re-elect Les Winnard as a Member of the Council of Management co-opted during the year.
- J. To consider any other nominations.
- K. Any other business.

DATED the 7th day of January 1987. By order of the Council

J.M.Fryer, Company Secretary

Registered Office:
Ramsdens, Ramsden Street,
Huddersfield.

NB. A Member entitled to attend and vote at the Meeting is entitled to appoint a proxy to attend and vote on his/her behalf. A proxy must be a Member of the Company.

Those followers of Holmfirth's 'Last of the Summer Wine' may have seen a canal featured in an episode early in the New Year.

This was the Huddersfield Narrow but, of course, NOT in Holmfirth but at Tunnel End, Marsden.

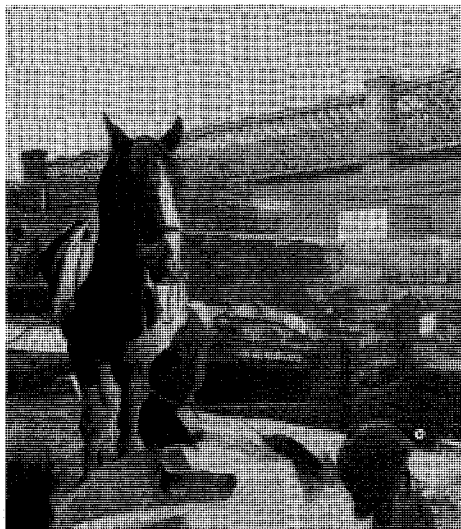
FORM OF PROXY

I/WE
of
in the County of being a Member/Members of the above named
Society hereby appoint of
or failing him of as my/our
Proxy to vote for me/us on my/our behalf DATED the Annual General Meeting of the
Society to be held on the day of 1987 and at any
adjournment thereof.

Signed

DATED this day of 1987.

SONNY MEETS BADGER 1986



Sonny on the Rochdale Canal, saddled up, ready to start his 'Cheshire Ring' holiday.

photo: Sue Day

Sometime in April, on one of the early trips of the Ashton Packet Coat Co. Ltd. 1986 canal boating season, as I sat munching my sandwiches I remarked ruefully to the other crew members that we had not been away for a holiday since 1983 on that occasion our boat-horse, Sonny Jim, had pulled our boat from Manchester to just short of Llangollen, a distance of about 200 miles as a return journey, over ten days, carrying 8 adults and 3 children, and endless tins of food. This had been my first venture onto the open seas of the canals far from home, because we usually operate within fixed plying limits providing trips for the public. What unsettled me was other boats passing. I had no conception of where they came from, or were going to. We only see motorboats, either privately owned, or often on hire for a few days' holiday. I had been informed that most of them were "doing the Cheshire Ring" and as our boatyard was situated on its route, I

had often watched these boats go by. As they disappeared from view, I realised that beyond the horizon lay uncharted territories for me. Could we not "do the Cheshire Ring" with Sonny, I timidly enquired?

The problem with going on holidays for us, is that it must coincide with the summer school vacation because we have a member of the crew who is a teacher, and others who wish to bring their children along. This period is of course busy for us with the public paying passengers who think August will be warm and dry. How wrong they can be. We were to get very wet on this 1986 holiday, which was finally agreed on. To my great relief a couple of crew members supported my suggestion for a holiday, and the scowls of the more business-minded were ignored!

The Route. It seemed set that we were to negotiate the Cheshire Ring, only 100 miles this time, still to be done in ten days, therefore travelling at a leisurely pace, and affording time off to moor up and visit places of interest nearby. And more of a holiday for Sonny, I added.

However at a later date, someone suggested we go to the National Garden Festival at Stoke-on-Trent which was located by the canal, obviously a unique venue. Knowing Stoke to be in Staffordshire, I asked if we could visit the horse-drawn boat at Froghall, near Leek. Somewhere in the same county, bound to be nearby, I presumed. One forgets how slow canal travel is, a maximum speed of 4mph is allowed by the British Waterways Board (BWB) to prevent wash from faster boats damaging the canal banks. This is why horses on the canal are genuinely efficient, their pace naturally suited to the canals which were after all built in the horsedrawn era. A final addition to our itinerary came when we realised that the Alternative

National Boat Rally was to be at Anderton Boat Lift. So the final route was to include all the Cheshire Ring coinciding with the Boat Rally at Anderton, but also we would branch off it to go to Stoke and to meet Badger, the boathorse on the Caldon Canal.

Our Holiday Home. Our boat "Maria" is a wooden narrowboat (NOT a barge, please). She is 70ft long and 7ft wide and was first built in 1854 and has various re-builds, the latest being in 1977 by the Ashton Packet Boat Co. Ltd. which is entering its 10th season of operation in 1987. For the uninitiated, a barge is wider, 14ft or more, for use on broad canals and rivers. A packet boat is one used for passengers (not packets!) "Maria" is believed to be the oldest narrowboat in the country, and her traditional design has been retained as closely as possible whilst altering the boat to be suitable for its new cargo of people. In her original working days in 1880's she carried limestone for the Manchester, Sheffield and Lincolnshire Railway Co. She was abandoned in the 1960's and lay sunk in canal waters until rescued by canal enthusiasts who subsequently formed themselves into the Ashton Packet Boat Co. Ltd. for her restoration. The hold which held the cargo of limestone now seats up to 54 passengers. At the front end of the boat, is a partitioned-off area for the toilet. At the rear end is the cabin and in this confined space, where a family working a narrowboat would have lived, we have provided a bar selling alcoholic drinks and refreshments.

To go on holiday creates an upheaval. We unfastened most of the seats, then rigged up glorified camping conditions inside. The cooking area was made up out of kitchen units rescued from another boat being broken up at our yard. The stainless steel sink looked very smart, only woe betide if you pulled the plug

without a bucket being in place underneath! Our kitchen was only for 10 days and so not "plumbed in". Two dustbins of horse feed took their rightful place alongside our stocks of food.

Our Engine Sonny. Sonny seems to enjoy his holidays as much as we do. He does keep working but enjoys cropping the new pastures when tethered at lunch and overnight stops. A change of scene, strange bridges and tunnels and watersplashes all lay before him. We know we can rely on him to take it "all in his stride". That is not to say that horseboating is without its adventures. Sonny has fallen in the canal about 5 times over his 10 years of boating. Our route began down the Ashton Canal which joins onto the Rochdale Canal in Manchester. It was here in 1977 that the Ashton Packet Boat Co. Ltd. first met Sonny. They had decided to get a horse to pull the restored "Maria" as obviously it was the correct means of power for a traditional boat. Also they reckoned they would have less problems on the canals which were undredged at the time and frequently caused motorboats to be held up with propellers full of weed and rubbish. Sonny had been brought to the Rochdale Canal Rally and was every bit as unusual a sight as he was to be at the Anderton Rally in 1986. His owners being somewhat short of cash, were persuaded to loan then sell Sonny, but have looked in at the boatyard to visit him since then. It is to the credit of Sonny that the horseboat has operated successfully all these years, since none of the crew had any experience with horses at all! Probably if they had, they might have been more cautious, but ignorance being bliss, they just trusted in Sonny. I joined the group at a later stage, and always assure them just how lucky they are to have landed upon such a good horse.

- Read about the holiday next issue.

DRAMBUIE

1987 CANAL MARATHONS

South Pennine Dinghy Marathon

2nd and 3rd May 1987

This event is open to crews of two in inflatable boats powered by outboard motors. The start point is at Long Lane, Chadderton, Oldham, on the Rochdale Canal.

The route is then via the Calder and Hebble, the Huddersfield Broad and the Huddersfield Narrow to finish at Tunnel End, Marsden.

At certain points along the route i.e. locks, crews will be required to lift their craft from the water and carry them short distances to re-launch them.

HCS are entering teams. If you're interested in joining in or would simply like an entry form please contact John Morley on Huddersfield 846924.

PRESS CUTTINGS

If you see anything mentioning the Huddersfield Canal or the Society in newspapers, magazines, etc., please could you cut out and send to Neil Frazer, 84 Broomfield Road, Marsh, Huddersfield.

DEEDS OF COVENANT

Those who wish to help the Society by paying your subscription under a Deed of Covenant, please write to the Treasurer (see inside front cover).

CLASSIFIED ADS

FOR SALE — £6.00

60 issues of Canal and Riverboat between 1976/86.

Tel: Sue Gibson
Glossop 64031.

PENNINE LINK Advertising Rates

	<i>per issue 6 issues</i>	
¼ page	£2.00	£10.00
½ page	£3.50	£17.50
full page	£6.50	£32.50

Classified Ads 5p per word
BOX No. 50p

HIRE A TRADITIONAL STYLE NARROW BOAT FROM MIDDLEWICH

One day the Huddersfield Narrow will be restored and boating enthusiasts will flock to it. Until then, sample the delights of the rest of the area's canals by starting from Middlewich, the hub of the North-West system — all the canals are within one weeks' cruise.

Hire one of our traditional style boats. 4-12 berth, some with fully fitted boatman's cabins (cross bed, drop table, etc.) They have enclosed engine rooms, hand painted decorations and plenty of brass to polish.



Brochure from:

MIDDLEWICH NARROWBOATS
(WILLOW WREN KEARNS LTD)
CANAL TERRACE
MIDDLEWICH, CHESHIRE CW10 9BD
Telephone: Middlewich (060 684) 2460

"The Boater's Hire Base"

SOUTH PENNINES FARM AND COUNTRY ACCOMMODATIONS AND SELF-CATERING ACCOMMODATION.

All members of English Tourist Board and The Farm Holiday Bureau

For Brochure Ring:

04574 66536 EVENINGS or 04577 3040

ACCOMMODATION?

No problem at Globe Farm!

We have:

- Bed & Breakfast (with h & c)
- Self-Catering Bunkhouse for 27 people with showers and drying room.
- Camping All at very reasonable rates

Contact:

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

Enjoy a warm country welcome!
at
The Diggle Hotel

Home cooked quality food our speciality. Mon-Fri. 12 to 2 p.m.

Extensive bar meals every evening & Saturday lunchtime.

Sunday lunchtime specials include our famous
Steak and Kidney Pie. (Bring the family).

Hand pulled selection of beers

T. Taylors, Boddingtons, Oldham, Stella

Dig Lea Hamlet, Diggle 3 minutes from Uppermill Tel: 04577 2741



JOIN NOW

Your support is needed now. The more members we have, the more effective is our voice. Help to re-open the Huddersfield Narrow with your pen, your spade, your moral support or in any other way you have to offer.

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.
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

I have to start with a few words of explanation. Regular readers will know that Ken, my husband, and I and our family (including William, the dachshund) having been canal touring each Easter since 1980 and I am now a fairly proficient handler. HE is **very** proficient, of course. The same regular readers will know for years we have been intending to complete the Cheshire Ring but have been frustrated by various Acts of God. However — THIS (1985) WAS THE YEAR!!

We had decided to have a change from Easter and try the Autumn half-term, when there were still some leaves on the trees and some heat left in the ground, and we booked Stanley Baldwin (sister — or brother — ship of our old friend Henry Palmerston) from Black Prince at Acton Bridge. £17 paid for our Rochdale Canal licence and roll on 26th October.

Ah well, best paid plans and all that. On Thursday 24th October a telephone call from Black Prince informed me that poor old Stanley Baldwin had blown his top or flipped his lid or something (what do I know about cylinder heads?) and was not available. Nor, indeed, was any other boat on the Cheshire Ring. You, dear reader, are not really surprised, are you? Ken has an architect friend at Marple with offices on the canal who has had the coffee pot on since 1982, awaiting our arrival!

Black Prince were, as always, friendly and helpful and offered two alternatives, one from Whixall (Llangollen) and one from Silsden (Leeds & Liverpool). Both were six-berth like Stanley B. as we had decided to forego fighting with the dining table every night and go for sleeping in bunks instead. Well, we had already exhausted the Llangollen — or rather it had exhausted us, the number

of times we went aground — and we had already “done” a fair chunk of the L & L but only as far east as Shipley. What had the L & L in the Leeds area to offer. Up until 1985 “not a lot” if one had to rely on guide books. BUT, quite by chance, an old friend and colleague of Ken’s, well-known canal nut and saviour of the Rochdale and Calder, Keith Noble, had just had published a guide book called “West Yorkshire Waterway Guide”, spiral bound (£1.95 + 40p p&p — no commission!) and was keen for some comparative idiot to try it out, on the water, so to speak.

That decided us — L & L it was and our destination — HUDDERSFIELD — all of twenty minutes, by car, from home!

Incidentally, ever since I first released my jottings onto an unsuspecting world, this is the first time I completed a diary knowing it was going public so you may notice a bit less guesswork on place names, pubs, etc!

SO, October 26th 1985 it is, and away we go.

Day 1 Saturday. 8 swing bridges, 8 locks, 9 miles. Just the three of us, + William, this year. Only just over an hour from home to the base at Silsden. Boat a bit of a disappointment. It’s called Wardour Castle. Very basic compared with previous but quite adequate for 3 of us being a six-berth. For instance, there are only two windlasses — both small ones — when we know we will need a large one later; no boat-hook (“We are tired of people putting holes in fibreglass cabin tops” — can’t see the relevance since ours appears to be steel armour plate!) Drawers instead of cupboards for food and no edges to the shelves to prevent chaos in a calamity! There’s no drying cupboard either so nobody has to get wet (Ha Ha!). Table arrangement is L-shaped which means “first in — last out” operation. Only the

PENNINE LINK

double berth/diner cabin is properly separated from the rest of the boat, the two aft cabins are open to each other and therefore no privacy — one has to be related or very friendly! Could prove embarrassing for people in a group booking “unseen”. Come on, Anne, it’s 1985!

As we were ‘old hands’ we were given a cursory run through the boat, quick turn round to point east and we were away, hoping to make the Bingley Five before night. What a super engine — gas fired, or something — and so quiet compared with the usual bangers. Makes up for all the deficiencies downstairs. Even William likes it and is prepared to go below, on the move, for the first time ever. Actually the engine keeps sounding a bit rough, but it clears when HE slacks off for a bit. Hey ho, fingers crossed, HE’LL see to it tomorrow (Procrastinator).

The well-remembered swing bridges (see the efforts of two 14-year-old Simons in Part 1, April 1980!) are even stiffer now and Ken had to do two of them which were quite beyond the combined efforts of Sarah and me (William is no help at all). Consequently I was forced to drive on the very first day — in at the deep end — and managed it beautifully — I’ll get the hang of it yet! Just made the 5-rise; very nice, helpful lock-keeper took us down even though it was after 5pm, Ken and Sarah on board, me locking — quite fascinating watching the expert at work (also got

the old muscles working). It would be so easy to flood — or empty — the canal. Lock-keeper only allows certain people he knows to work the locks on their own and it’s not just a question of knowing **how** a staircase of locks work, it’s knowing **exactly** how much water to let out of one and leave in another to get the correct “balance” (I think I know what that means!)

Got talking to two nice people with their own narrow boat. Told them about the new guidebook which they hadn’t heard about (still no commission). We all decided we didn’t enjoy the Llangollen much — too crowded and too shallow. We certainly can’t say the L & L is crowded — we’ve only seen about three boats all day!

The lock-keeper followed us on his way home so, with his help, we got down the 3-rise as well. One hour fifteen minutes for both and rapidly darkening. What lovely scenery today and trees with some leaves all in autumn colours — also an abundance of flowers still, quite different from home. Some super houses, lawns to the water, own moorings — Ken’s eyes had that wistful look again.

Moored up and got dinner going (Beef-burgers and chips, almond slices). Quite obvious that, with the clocks going back tonight our cruising hours are going to be curtailed. We are in no hurry (in fact the difference in daylight hours between our normal Easter run and this one in

Telephone: Glossop 66536 or 061-427 2377

SHIRE COTTAGE

BED & BREAKFAST

Prop: Monica Sidebottom

BENCHES LANE, CHISWORTH

opposite Woodheys Restaurant, Marple-Glossop Road (A626)

PENNINE LINK

October seriously affected our journey estimates as you will see later).

Pre-dinner drinks — only to find Ken's home brew had to be drunk from mini-tumblers! (Could be a good or bad thing!) Walk through Bingley after dinner — found the little theatre — very nice, near the old Market Cross and part of the Arts Centre. Traffic awful, even at this time of night. No wonder they (or most of them) want a motorway up the Aire Valley — but I can see the conservationists point of view — the valley is gorgeous and I have loved it since I was a child living in Bradford (Yes, Ken, the canal was there then!)

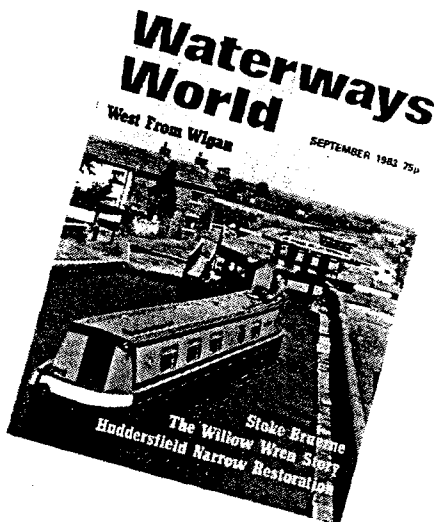
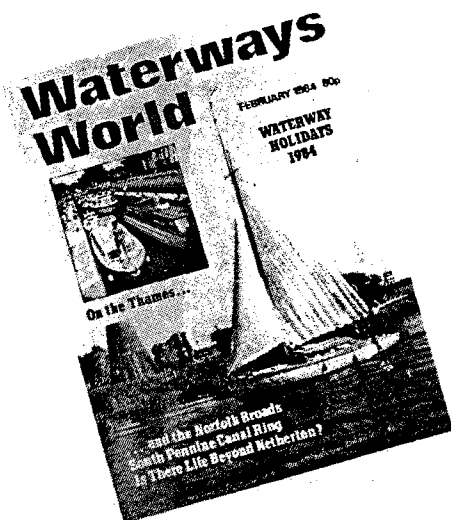
Back on board watch snooker on a black and white set — lousy picture even with Ken standing with his arm, containing the aerial, out of the window “on a cloth untrue, with a twisted cue, and elliptical billiard balls” (W.S. Gilbert!!) We howled.

Had a bit of a read instead and then bed — no rocking needed tonight — then all hell let loose. Music, bright lights, shouting and cheering etc. It was the Water Prince, a floating restaurant on its way upstream; we waved at the revellers enjoying their food and drink and watched the boat nearly out of sight when it did a most efficient U-turn and came back — so we waved again! What a strange and unexpected sight. HE is in the top bunk and says it's like a coffin! How does he know? Nice not to have to make up the table, though.

Earlier Ken had gone to “check the moorings” in age-old tradition and — guess what. We had been put adrift by some kind passer-by! Fortunately we were gently stuck on the mud and hadn't moved from the bank otherwise Water Prince could have cut us in two! The perils of the deep.

Into new territory tomorrow — tell you about it next time.

Until the Huddersfield Narrow's open again let
Waterways World
link you to the rest of the waterway's world!



**NORTHERN
CONVEYANCING
GUARANTEES**

27a Shambles, York YO1 2LX York (0904) 52992

*Fast, efficient, personal service for buying and
selling all property (but not boats!)*

*Distance no object as all work can be carried out
by post or telephone. Please write or telephone us
for a copy of our brochure and a free written quotation*

Aspley Wharf Marina LTD.



HUDDERSFIELD

Good selection of speedboats, cabin cruisers and inflatables in stock.

**BOATS & OUTBOARDS WANTED ON BROKERAGE OR FOR
CASH**

Skis, wetsuits and full chandlery shop. Slipping facilities
available.

Ski Jackets, Buoyancy Aids, Landrover Hire, Mooring Available,
Chemical Disposal Point.

Suzuki & Mercury main agents

Visit us soon at

Aspley Basin, Aspley, Huddersfield

Tel: (0484) 514123

Open 6 days per week. Closed Wednesdays

HCS Sweatshirts S/M/L	£9.25	50p p&p
HCS Sweatshirts XL	£9.50	50p p&p
HCS T-Shirts S/M/L	£2.95	30p p&p
HCS Badges	.20	2nd class stamp
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
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

Please send me

Item	Qty	Cost & Postage
Orders to Jean Buckley, 37 Edward St, Oldham	TOTAL	

Please make cheques payable to LOXVEND LTD.

***Tunnel End
Canal &
Countryside
Centre*****OPENING TIMES**

Monday-Closed, Tuesday-2pm-4pm

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

Sat & Sun 11am-4.30pm

Bank Holiday Mondays 11-4.30pm

For details of Activities etc.

Tel: Huddersfield 846062

Tunnel End**Exhibitions**

14th March-26th April — Ceramics by Christina Rangeley. Christina will be demonstrating on Easter Sunday and Monday from 11am.

14th March-26th April — Watch (Junior Branch of the Royal Society for Nature Conservation).

2nd May-14th June — Marsden Masquerade

2nd May-14th June — The Work of the National Trust

Evening Talks 7.30pm

19th March — 'Management for Wildlife' by Mary Pratt, Country Project Officer for Watch.

20th June-2nd August — Leather Goods, Ian & Margaret Starkey

20th June-2nd August — Pressed Flowers, Jacky Selwood of Stockport

21st May — 'Hardcastle Crags and the National Trust' by Keith Robinson

18th June — 'The Luddites' by Leslie Kipling

Conservation Days

7th/8th March, 4th/5th April
This work will be anything from litter picking to stile building and tree planting.

Programme of Walks**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:

1512 Mr G. S. Bridge, [REDACTED]

1513 Mr T. Allwood, [REDACTED]

1514 Mr and Mrs M. A. Rushbrooke, [REDACTED]
[REDACTED]

1515 Mr D. Bradwell and Ms J. Cooper, [REDACTED]
[REDACTED]

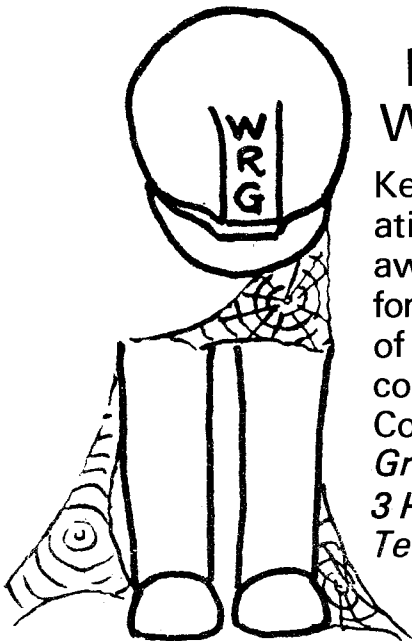
1516 Mr E. Chappell, [REDACTED]

1517 Mr and Mrs D. Povah, [REDACTED]
[REDACTED]

1518 Selcare (Greater Manchester) Trust, [REDACTED]
[REDACTED]

1519 Mr M. Thompson, [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*

- 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.
- 24th April 8.00pm 7th Annual General Meeting at Uppermill Civic Hall, Uppermill.
- 7th May 8.00pm East Side meeting at the Albion, Longroyd Bridge, Huddersfield.
- 13th May 8.00pm West Side meeting at the Farrars Arms, Grasscroft, Oldham.

IWA MANCHESTER BRANCH MEETINGS

- 3rd April 8.00pm North Cheshire Cruising Club, The Wharf, High Lane, Stockport. 'The Mary Rose' by Ken Gardner.
- 8th May 8.00pm Lymm Cruising Club, The Square, Lymm, Cheshire. Annual Auction Sale of Boating and other items.

HCS FESTIVALS

Ashton Canals Festival, 10th/11th/12th July, Portland Basin, Ashton.

Huddersfield Festival, 12th/13th September, Aspley Basin, Huddersfield.

Working Parties at Ward Lane, Diggle, after 10am.

14th/15th March, 28th/29th March,

11th/12th April, 25th/26th April,

9th/10th May, 23rd/24th May.

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

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

copyright Huddersfield Canal Society Ltd 1987

ARTICLES may be reproduced in allied magazines without prior reference providing the source is acknowledged.
The Diggles copyright Huddersfield Canal Society Ltd 1987

