

# PENNINE LINK

No.77

Sept/Oct 1987

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**Non-Council Posts****Front Cover:** Festival Plaque design by Kirklees M.B.C.

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

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## **KIRKLEES CANALS FESTIVAL**

**Saturday 12th & Sunday 13th September 1987**

**ADMISSION FREE**

*LOCKWOOD BAND – FUN MONKEY – CRAFT FAIR  
'BLACK BEAR' DANCERS – NORTH STAR STEEL BAND  
SHEPLEY BRASS BAND – JAZZ BAND – BRADSHAW MUMMERS  
SATELLITE THEATRE CO. – TRIP BOATS  
HARTSHEAD MORRIS DANCERS*

Congratulations to Vince Willey and his committee for another successful canals festival at Portland Basin in July. Our guests were treated to a boat trip, a tour of the site, some splendid refreshments and members of the Society lobbying for further investment in the canals restoration project. I was particularly heartened to hear the reactions from local industrialists. One large company landscaped their canal side property years ago when restoration was only a dream. Their efforts will be rewarded next year when the canal will be restored to navigation to Bayley Street, Stalybridge. Users of the canal will be able to see the way companies can benefit from a restored waterway. I am sure that private investment will follow in increasing amounts to justify the public investment we have received both in Tameside and Kirklees.

In July we attended a public enquiry at Huddersfield Town Hall in defence of Kirklees Council's refusal for Bates and Co's application to extend their buildings on the line of the canal in Huddersfield. The Inspector heard a well argued case

put forward by both parties. Members of the public told the Inspector that canal restoration must not be jeopardised and we explained that the canal was being restored despite major problems. After the inquiry, which lasted all day, we visited the works and I have invited Mr Bates, the chairman of Bates and Co. to meet the Society, show him the restoration progress and discuss how we can drive the canal through his works with the minimum of disruption.

It was particularly ironic that whilst this inquiry was underway, Kirklees officials were appraising an outline planning application for a major redevelopment proposal on the site of Sellers Engineering works in Huddersfield. The developers, whom we hope to meet, wish to redevelop the site on both sides of the canal and make a special feature of the restored canal in their plans by constructing an atrium over the waterway. This imaginative approach could be a model for other urban stretches of canal — Stalybridge? The next few months will again be exciting and challenging for the Society and the Narrow.

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A mass of evidence against the proposal by Bates and Co. to have temporary infill panels over the line of the Huddersfield Narrow through the company's mill at Queen Street South, Huddersfield, was presented to government inspector, Mr Jack Chambers.

The original line of the canal, now being restored, runs through the mill premises and, for the company, Mr Patrick Robertshaw said the development which the firm was proposing was consistent with tunnelling underneath when the canal was restored through the site.

### **Boy Enthusiast in Plea for restoration**

Witnesses included a thirteen year old HCS member, Craig Watson of Northbrook Street, Leeds, who said he had been a member for five years and was a canal enthusiast.

He told the appeal by Bates against Kirklees Council's refusal to remove conditions governing the infill panels "So many people have worked so hard to restore the canal and I would not want to see that work wasted".

John Miller, Kirklees Chief Planning Officer, and Councillor Les Preece, chairman of the Council's Development and Technical Services Committee, also spoke at length against any removal of conditions.

HCS Projects Officer, Mike Thompson said the canal was being brought back to life, and already jobs were being created both in the short and in the longer term. Historic structures along the canal were being repaired and brought back to their former glory. "This is not fantasy, it is happening" he told the inspector.

He pointed out there would be short term difficulty while work was carried out on restoration through the Bates' site. "But when you understand that elsewhere enlightened firms are paying for the restoration without seeking financial gain to themselves, it seems rather odd that here we are faced with obstruction despite our attempts to cooperate" he said.

For the firm, Mr Patrick Robertshaw said that the concept of a canal tunnel was not one with which Bates took issue. Indeed it was commended. But because of the firm's expansion space was at a premium and the aim was to provide secure warehousing by infilling the panels. It would be at least five years before any restoration work was proposed on the site and during those years the land would be "blighted" as far as the company was concerned.

The Inspector visited the site and also saw other parts of the Huddersfield Narrow from Huddersfield to Marsden. His decision will be announced later.

### **PENNINE LINK Advertising Rates**

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full page	£6.50	£32.50

Classified Ads 5p per word

BOX No. 50p

**PRESS DATE  
1st OCTOBER**



*Excavator hard at work at Lock 32W.  
Photo: Trevor Ellis*

The main news for this issue is that we have taken a big step forward in the restoration of the two locks at Diggle by staging a full working week on site. This used our own resources, rather than a visiting group, and our aim was to clear the chamber of lock 32W, using a hired excavator and two self-drive dumpers. We almost managed this, being frustrated by an excavator failure on the final day, which left us with a pile of spoil still hiding the top cill. However, due to larger than expected numbers attending, we also managed to make good progress on lock 31W, completing the lock tail rebuilding.

We will need at least one weekend dig to complete the chamber clearance at 32W and possibly more: this for what would have taken about an hour had the machine not failed! Our next visitors will probably have the pleasure of this task. Meanwhile, lock 31W needs resetting of

copied stones, pointing, cutting of stop grooves, and finally installation of ladder and top gate. We now have some scaffolding, kindly donated by Mr Hanson of the East Pennine Transport Group. This is in the form of frames, rather like an inverted "M" with a crossbar. A source of more of this would be welcome, as it looks ideal. We also need any odd poles and clamps to join it all together.

The H.C.S. plant saga continues. We completed the gearbox work on the dumper and went on to decarbonise the engine, following which we had considerable difficulty in getting it to start for the first time. Unfortunately, during the dig on lock 32W, it became bogged down and moving it with the excavator revealed a bad weld on the suspension "A" frame, the resulting collapse breaking the engine mounts! Watch this space.....!

TREVOR ELLIS.



*Stonework repairs on Lock 32W.  
Photo: Trevor Ellis*



*HCS chairman David Sumner presenting the Mayor of Kirklees with his new boat.  
Photo: W.R.N.S. pictures*

Clr. George Speight, the Mayor of Kirklees, has become a proud boat owner, but the only place where the civic head is likely to sail his new craft is in his bath.

The boat just 14 inches long, was presented to the mayor to mark his honorary membership of the Huddersfield Canal Society, in recognition of his work in the campaign to restore the Huddersfield Narrow Canal.

Clr. Speight has been a firm supporter of the project to re-open the canal in several council capacities, including chairman of the Kirklees Canals Working Party, chairman of the Development and Technical Services Committee and currently deputy chairman of the Canals Sub-Committee.

"His work and dedication to the restoration cause has been very much appreciated. The same kind of dedication all round would mean the restoration scheme, which is moving along nicely, going even faster" said David Sumner, HCS chairman, presenting Clr. Speight with his membership card and official HCS tie.

Clr. Speight said he was delighted at officially joining HCS which had acted as a vital catalyst and spur to authorities on both sides of the Pennines which were involved in a most exciting waterways restoration scheme.

"The question now is not whether the Huddersfield Narrow Canal will be re-opened, but when. The sooner the better," said the Mayor. "Canal restoration is not just a means to an end. It creates permanent jobs, restores part of the country's history and heritage and provides a pleasant environment which can be enjoyed by all."

He added "It also provides training in a variety of useful trades to those who are so vital to the restoration programme — the workers on M.S.C. schemes in both Yorkshire and Lancashire."

Many of these workers, he said, had used the skills they had learned to move on to full time jobs outside. "The benefits of restoration are widespread and I am delighted to be a part of it."

Well, I promised you good weather, didn't I? The sun shone, the bands played, the water sparkled, the beer flowed and the crowds flocked in and in. The only time the rain fell while customers were on the site was Friday night when it rained just as the concert ended and the bar closed, superb timing to send 'em all home when we couldn't take any more money from them! The good weather did prove one thing — as, due to a variety of reasons, that will be the only long weekend I am likely to have off work this year — its shows that the sun **does** shine on the righteous and Godly!

Pure statistics don't really show how successful the Festival was — the Ashton Advertiser estimated that 10,000 people visited during the weekend (if that is so, a heck of a lot got in without paying — although the 'volunteers' manning the Portland Street Gate on Saturday and Sunday must have felt it was twice that number!) The thanks of the Committee to all those volunteers (and pressed men of course) who helped out so well over the weekend. Over 60 boats were present, moored beyond the lift bridge on the Lower Peak, up to the first bridge on the Ashton and 'double-parked' as far as navigation was possible up the Huddersfield Arm. Two prizes went to boaters. The Radio Cars Award for the boat based furthest from the Festival Site went to Mr and Mrs Hart's narrowboat 'Hartland' from Burton-on-Trent. The prize was a traditionally-painted water carrier. The award for the best dressed boat went to Mr Haynes' 'Tinkerbelle'. This was a unanimous decision not only by the Committee but by every visitor. His prize was an original painting.

The raffle was drawn on Sunday and the list of prize winners appears elsewhere in this issue.



*Toing and froing at Festival. Photo: Brian Minor*

The full programme of entertainment with a few minor hiccoughs, played to packed houses. Every act on Friday night played encores and well deserved they were. During Saturday the timing of some performers was not as billed but no-one complained.

The usual well-oiled machine ran the weekend like clockwork. Well-oiled being the operative word — the bar ran out of beer on Sunday afternoon!

There were a couple or three times when **we** knew that things were not right but I think these escaped the notice of the great mass of the public. I must apologise to all those members of the HCS Council who turned up on Saturday to help guide the VIPs and who I failed abysmally to brief properly. We then had a moment of high drama/comedy when it was realised that there was no plat-



## PENNINE LINK



*Mrs Barbara Castle MEP taking time off for the tea.*

*Photo: Oldham Evening Chronicle*

form for the speakers at the Opening Ceremony and one was quickly constructed out of beer crates and a table top. This was the reason why Ken Baker and I were looking so worried during the speeches — it was just that we knew how precarious the platform was and were ready to catch the President of the European Commissioner if they were suddenly projected into the audience! Our thanks to the MEP's Barbara Castle and Glyn Ford, both HCS members, incidentally, for using their influence in getting Mr Clinton Davis to open the Festival. He was due in Aylesbury on Saturday evening and hurtled away in the biggest left-hand drive Mercedes I have ever seen, after we had given him a very brief tour of the work being done at Lock 2. Incidentally, I hope many of you managed to meet the Festival President, certainly if you had a dog you did! Mrs Castle is a dog lover and spoke to every dog (and its owner) she could see. She has the most amazing amount of energy and fizz. At an age when all her contemporaries are drawing pensions and thinking about carpet slippers and an easy life, she is dashing all over Europe, has just written a biography of the Pankhursts and very enthusiastically looks after a very large constituency. Ann,

who was looking after her during the day, was completely shattered by tea-time! You might not agree with Mrs Castle politically but everyone admires her energy and dedication.

One of the other hiccoughs was the waterbus service up to Eli Whalley's Wharf. The original intention was to bring 'Stan' down from Marsden but after solving problems with manpower (to lift it out of the water), towing vehicle (the HCS van finally gave up the ghost ten days before the Festival), driver of same, getting alternative batteries (borrowed from an oil-rig!), the attempt broke down on the problem of getting the only available trailer back to Sheffield immediately after delivery. We then contacted Roger Sharp of Unicon Marine (he's the guy who runs that beautiful, beautiful trip boat 'Judith Mary') and with the kind permission of his Managing Director, Hugh Wainwright (another good friend of the Canal Society), we borrowed the electric day-boat which normally operates out of Whaley Bridge. This is great fun to operate, the main problem was keeping the Committee out of it! However, when we made a trial run up the arm, we spent so much time clearing the propeller, including picking up a full 4' x 3' carpet that

took 20 minutes of Adrian Willey leaning over the side, half under water, pulling like mad and me up to my armpits through the weed hatch pushing ditto, we decided that trips by boat were not a practical proposition. So our apologies to those of you who had to walk up to Lock 1. By 1988 this will not be a problem as Locks 1 to 3 will then be operative.

Well, that's it. It's all over for another year. All those Committee members who were sitting in the Astley Arms on Sunday night saying 'That's it, I'm not going to be involved next year', were already starting to organise 1988 on Monday morning while we were clearing the site.

Our grateful thanks to all our guests and VIPs, to our President, our patrons and sponsors. Thanks to BWB (and particularly Ian Fullerton) for their co-operation and help. Thanks to Tameside Council for their unstinted assistance. Thanks to the Rev. Denis Thomas for that lovely drum-head service on Sunday morning. Thanks to every HCS member who turned up and volunteered his/her services and, finally thanks to all of you who arrived in your thousands and made our efforts worthwhile.

Now, what was that idea someone mentioned for a speciality act for 1988?.....

## **Sellers Application**

Kitclees M.C. have received what is possibly the most exciting application for planning permission in respect of the canal.

The scheme concerns the area occupied by Sellers Engineering at Huddersfield (Lock 3E and land/filled canal to the west. The scheme consists of a glazed shopping mall with the canal running through the middle. Not only this, but a Heritage centre, multiplex cinema, large supermarket, offices, and housing. If approved (and there is some doubt

## **"SOUTH PENNINE ESCORT FROM EDALE TO ILKLEY MOOR" —**

Michael Z. Brooke (Sigma Press £4.95)

This claims to be "the first full-scale guide to the South Pennines" and, as the idea of the South Pennine area has yet to achieve the public acceptance of, say, the Peak District, this may well be true. I do, however, tend to be a little dubious about the author's claim that it is aimed at "the young family seeking a change from seaside holidays." I feel that the seven walking routes around which the guide is based may be a little strenuous for many families, although admittedly there are details of public transport to allow the routes to be shortened. There are also alternatives "for the tourist by car", though I fear it is difficult to satisfy both in one guide, and Mr Brooke may have been better concentrating on the walker.

The choice of routes is interesting and varied, including one which follows the route of the canal plus Boat Lane. Illustrations are by Ron Buckley, which provides further local interest. I did not particularly like the very basic diagrams or the use of point-to-point times and would have preferred more on distance and difficulty, given the target audience.

On balance, this book provides reasonable value for anyone who is interested in walking in this area and doesn't fancy the major walks such as the Pennine Way.

TREVOR ELLIS.

about the shopping aspect of the scheme being slightly outside the town centre) it would save the canal restoration scheme about £1.5 million and would remove the need to use a (short) section of the river to avoid the blockage.

If any member wants to write to support it, the Council's Director of Technical Services would no doubt be interested to hear from you. Ref 87/60/3092/B

Kirklees M.B.C.

Civic Centre, Huddersfield

The alternative for restoring the Narrow through Slaithwaite, were spelled out to residents at an impressively packed public meeting — and the unofficial consensus was that those backing restoration had won hands down.

HCS chairman David Sumner, officially silent throughout the meeting, although he was heard to mumble angrily in disbelief at some of the more outrageous, unenlightened comments made, thought "60-40 in our favour". Others were more optimistic suggesting ratios of 70-30.

There were several stars of the show, with former HCS stalwart David Finnis impressing with a clear, factual and concise appraisal of the situation, and HCS Council member Garth Pratt, remarkably sober and solid with a more impassioned oration.

But it was the friendly, clear spelling out of finance and facts of Kirklees Council Engineer, Ian Preston, which brought reality. Cutting out the verbiage he gave a detailed explanation of all three schemes produced for debate. One, he said, was the three metres wide, open channel project, which would cut through on roughly the original line through the village. Cost? £1m.

Another line using a tunnel had also been investigated. Cost? £1.2m. And the third scheme was a by-pass using the River Colne, Cost? £2.2m. All the estimates were for contract prices and without the use of MSC labour, which some experts say is certainly feasible if the original line scheme is chosen.

And, he explained much of the extra cost involved in the river option would result from the creation of new locks and weirs.

Clr. Leslie Preece, chairman of Kirklees

Development Committee, who chaired the meeting efficiently after an early hiccup with the amplification system, spoke on the L. and R. Study which had spelled out the substantial benefits to both the Colne and Tame Valleys from restoration of the canal.

The meeting, he said, was the first part of a consultation process and whichever of the three schemes was chosen would have to receive planning permission. So the earliest time for a decision was at the beginning of 1988.

David Pyrah, BWB's Principal Area Planning Engineer, spelled out the extra costs involved in maintenance if a river route was chosen.

Others spoke up on behalf of the original line being chosen, pointing out the advantages which it would bring to Slaithwaite and saying that the town should not turn its back on what could be made into one of its biggest attractions.

There were, of course, objectors. Local Tory councillor, Mrs Dorothy Lindley, was firmly in favour of the river route. What about the comparative costs? And there was a remarkable speech from a Slaithwaite worthy Miss Mary Freeman, who said she had been on four canal holidays — including one on the Preston canal! She told the meeting that she was a member of HCS.

She had, she confided, had to go swimming to clear perambulators and so on from the propellor.

Still, it was a night of free speech and the general view of HCS officials who kept a watching brief, was that it had been a useful meeting — and the tide of opinion had been favourable towards restoration.

If you're reading this at the Festival, a very big welcome from the organisers. If you're not, then this item will be able to tell you what to look forward to, or maybe what you've missed!

Huddersfield Polytechnic Governors have kindly loaned us the use of their site for the weekend, which is an ideal location adjacent to Aspley Basin, and close to the town centre. We are also grateful to Holsets, for the use of their car park. This, again, is ideally sited, as there is direct access from the car park to the Festival site along the Broad Canal towpath. This takes you straight to Aspley Basin which should be full of visiting boats of all colours, shapes and sizes. The 'Marjorie R', a full sized steel hulled Yorkshire Keel is hoping to visit the Festival, and this will be the largest boat (58ft. x 14ft. 2ins.) to travel to Huddersfield for some considerable time. Nick Everett is restoring this former Hargreaves boat at Mirfield Boat Yard, and will be making every effort to negotiate the difficulties involved on the Broad Canal, including restricted draught and low bridges, to turn back the clock to the days when working boats of this size visited Aspley regularly.

Tripboats should be operating along the Broad Canal from Aspley Basin, including the Kirklees Duke of Edinburgh Award Scheme boat the "E Austen

Johnson". This will provide free trips and transport to and from the Festival car park (from the Turnbridge) for disabled visitors.

Our thanks to the South Pennine Boat Club for the organisation involved in the Boat Rally.

The main Festival site will host the craft fair and displays by various organisations related to the restoration and enjoyment of our canals and countryside throughout Yorkshire (and perhaps further afield). Organisations that you will be able to find around the site include the Barnsley Canal Group, the Inland Waterways Association, Calder Navigation Society, British Waterways Board and the Colne Valley Wardens. The Kirklees Keep Britain Tidy Group will be mounting a display and, in conjunction with the Kirklees Sea Cadets, will be keeping the site tidy (please make their job as easy as possible!). Both Kirklees and Calderdale Tourist Information departments will be there and progress on the Rochdale Canal restoration scheme will be exhibited by Calderdale Planning Department. The Kirklees restoration of the Huddersfield Narrow Canal will, of course, be well represented, and up to date information of the work will be available at the Festival, together with some examples of the work carried out — you should be able to examine the work on a tailgate at very close quarters!

## **ACCOMMODATION?**

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**for details Tel: 04577 3040    Member H.C.S.**

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At the time of writing (almost two months before the Festival) over half the craft stalls had been booked with a wide variety of articles being represented including pottery, stained glass, wooden toys, knitwear and poetry — truly something for everyone!

Entertainments form a very important part of every Festival, and we aim to cater for every taste. Shepley Brass Band will be playing on Saturday afternoon (courtesy of Kirklees Leisure Services) and on Sunday we have the renowned Lockwood Band to provide afternoon entertainment. Our thanks to Safety Equipment Centre, Huddersfield, for sponsoring the band for the event (the company are main suppliers of safety equipment to the Kirklees restoration scheme). North Star Steel Band will be playing on a day to be arranged, and a Jazz band will fill the remaining 'slot'. Bradshaw Mummers, Hartshead Morris and a Womens Cotswold dance team called 'Black Bear' should be visiting the Festival, although additional dance groups may be booked before the actual event.

Children will no doubt enjoy attacking the enormous "Fun Monkey" (has to be seen to be believed) and children of all ages will enjoy a ride on the miniature railway, to be set up by the Huddersfield Small Locomotive Society. Satellite, a musical theatre group, will also be presenting their "Making Music Sideshow",

where everyone (but especially the younger element) can join in to make music the way they like it!

Refreshments will be available throughout both days at the Polytechnic, where the bar on level two will be providing drinks and snacks. Anyone feeling a little more peckish could take advantage of the excellent full meals offered by the nearby Baltimore Diner, which overlooks Aspley Basin. Our grateful thanks are extended to the New England Restaurant Group, owners of the Diner, who have generously sponsored the Jazz band, prizes for the best decorated boat and best dressed crew, and have provided the expenses to Mr Everett for his trip to Aspley in the "Marjorie R".

Full details of the weekends events will be available at the Festival and, with or without good weather, we are sure that everyone will enjoy a visit, and come away with a good impression of what is happening to our canals and, most important of all, how they can be enjoyed.

Admission is free, and the fun will start at about 11.00am on Saturday and Sunday, closing around 5.00pm. Tickets will be available for an evening event to be arranged by the Canal Society at the Polytechnic Bar on Saturday — contact any committee member for further details.

ERIC WOULDLS,  
Kirklees Festival Co-ordinator

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## **'E. AUSTEN JOHNSON' GIVES FREE TRIPS TO FESTIVAL FOR DISABLED**

'E. Austen Johnson' is to give free trips to disabled visitors to and from the Festival car park at Turnbridge over the weekend of Festival.

The barge, which was commissioned by Prince Phillip in October 1978, was specifically designed and built to fill a desperate need for disabled young people taking part in the Duke of Edinburgh's Award Scheme.

The great problem for these youngsters, especially those confined to wheelchairs, is to fulfil the expedition requirement for their Award. Obviously it is unrealistic for them to be pushed from one campsite to another, with little contribution on their part.

The most popular acceptable alternative is to plan and undertake a boat trip, helping with the preparation, cooking and general running of the boat, within their individual limitations.

The E. Austen Johnson is not a narrow-boat, being 44ft long and having a 10ft 4in beam. Below decks is open plan, allowing the youngsters to move around in their wheelchairs and access is by a shallow ramp from the rear deck, which most youngsters can negotiate on their own.

The use of the boat is limited to young disabled people who take part in the Award Scheme but in addition also arrange trips where, as part of their community service, able bodied participants take physically handicapped, mentally handicapped and deprived young people who are not taking part in the scheme.

On each trip one of the panel of qualified skippers is in charge with two or three able bodied award candidates to act as

crew. The sleeping accommodation consists of ten bunks and there is a full sized cooker, two refrigerators, a shower and two toilets.

As you will appreciate the overheads are considerable and although there is a nominal charge of £20 per day towards running costs this does not nearly cover annual expenditure. Having no source of income or grants either from the Local Authority or the Award Scheme funds are raised from charity events and donations.

We would be most grateful for any assistance you could give and we would be pleased to supply any further information you might require. For details please contact: J.D. Carter, Oldgate House, 2 Oldgate, Huddersfield. Tel: Hudds 537399, ext.264.

### **COLNE VALLEY COUNTRYSIDE MANAGEMENT SERVICE**

In 1983 Kirlees District Council, West Yorkshire Metropolitan County Council and the Countryside Commission formed a joint steering group to oversee a Countryside Management Project for the Colne Valley.

The purpose of this project is:—

To promote a better understanding of Colne Valley's Countryside;  
To give a service to residents and visitors;  
To help improve the quality of the landscape;

To encourage people who visit the country to protect the interests of those who live and work there.

It is planned that existing countryside activities within the valley will continue and be improved, and that new facilities will be introduced as opportunities and finances permit. Hopefully, these will include better footpaths, more bridleways, countryside interpretation facilities, signing and information boards, walking and other publications etc. This will all be done in co-operation with other bodies throughout Colne Valley.

Details from: Tunnel End Canal and Countryside Centre, Marsden, Huddersfield. Tel: Hudds 846062.

## The Inland Waterways Association

The Inland Waterways Association is a registered charity which campaigns for the restoration, retention and development of Inland Waterways in the British Isles and their fullest commercial and recreational use.

The Association was founded in 1946 when a small group of men, inspired by Tom Rolt's book, *Narrow Boat*, met to discuss the then decaying Inland Waterways Network. From this small beginning, the Association has grown up into a strong and effective voluntary body of 20,000 members from all walks of life who are anxious to keep our canal and river network alive and attractive. They include anglers, boaters, nature lovers, walkers, industrial archaeologists, photographers and conservationists.

In the early days of the Association, its leaders realized the value of campaign cruises and rallies in drawing the attention of the public to the fact that many canals were no more than rubbish-filled ditches, and how these eye-sores could be transformed into attractive assets, enhancing the environment through which they passed.

An early instance of such a campaign cruise was the fight to prevent the Great Western Railway ending through-navigation on the Stratford Canal. A lift bridge was to be permanently fixed thus stopping the passage of boats. In 1947, Tom Rolt and Robert Aickman exercised the existing right of navigation, and passed through the bridge, creating considerable press and parliamentary interest and drawing widespread attention to the Association and its aims.

From this time onwards, the IWA have

achieved many successes in saving waterways which otherwise would have been destroyed; developing facilities on existing waterways; and campaigning for the restoration of waterways which had fallen into a state of dereliction.

Its successes as a campaigning body have been due to working closely with other bodies concerned with the waterways and the environment: British Waterways Board, regional agencies, local authorities, other waterway user-groups, politicians and civil servants.

The work of the Association is administered through its seven regions, each of which is sub-divided into a number of branches. The branches are the 'watch-dogs' for the waterways which pass through their branch area, being in close contact with the British Waterways Board, Water Authority, local councillors and other waterway user-groups.

The Huddersfield Canals are in the West Riding branch, and the IWA support fully the restoration of the Huddersfield Narrow Canal.

The Sales Stand, on display at this festival, contains books, information and other waterways-orientated material. Any profits made on this stand go towards the restoration, retention and development of waterways.

For further information about the Association, contact:—

The Inland Waterways Association, 114 Regent's Park Road, London NW1 8UQ.

For further information about the activities of the Association in this area, contact:—

B. Lancaster, Inland Waterways Association, West Riding Branch, 8 Station Road, Esholt, Shipley, West Yorkshire BD17 7QR.

Tel: Guiseley 73457.

## The Keep Britain Tidy Group

In this European Year of the Environment, the Group, whose familiar 'Tidyman' logo heads this article is again in the forefront of environmental progress.

Litter on beaches is a major problem and the Keep Britain Tidy Group's Marine Litter Research Programme has, for over the last decade, been gathering factual information on the impact of litter on the marine environment of Western Europe.

This carefully researched evidence was submitted to the relevant national and intergovernmental agencies, and the Group have since welcomed the news that the United Kingdom Government has ratified Annex V of the International Convention for the prevention of Pollution from Ships (MARPOL 73/78).

This ability to undertake long term research is just one of the many faces of the National, Government approved, Agency for Litter Prevention and Abatement. The Group, however, is principally an advisory body dedicated to the task of changing people's attitudes towards litter, fly tipping, dumping and generally despoiling these beautiful islands. To continue our programme of environmental investigation it is necessary to maintain a strong identity and the support of commerce and industry has been increasingly sought for this purpose.

The Group is active, giving talks, holding discussions, running an Educational Programme through qualified teachers, mounting exhibitions and, of course, organising Clean-up Campaigns which require community involvement. Sadly, the response to such events does not always reflect the concern expressed by the occasions such as the Kirklees



Canals Festival present an opportunity for the Keep Britain Tidy Group to place before the public its aims, past successes and future aspirations, cannot be stressed too strongly that it is now high time for people to take a long, hard look at this fragile planet we call home and to halt the despoilation we see around us.

This year's theme, as in the past, is Beautiful Britain and our display will show modern and ancient methods of waste disposal, the amenity value of modern leisure waterways and the benefits accruing from a pleasant, litter free environment.

There is no doubt that Local Authorities cannot possibly succeed in dealing with the problem of Litter and Pollution on their own and the co-operation and total involvement of the community as a whole is essential.

National concern is reflected at local level and here, in West Yorkshire, under our Project Manager, Mrs Brenda Godfrey, we are committed to bringing to the attention of all, our interest in this environmental issue.

We hope, therefore, in our exhibition, to promote the lively interest of the general public in this problem which confronts us and by this means engage the community in participating more actively in the control and eventual release of our beautiful land from the menace of litter pollution.

**DENNIS SHAW**  
Supervisor, (Community & Industry)  
Kirklees



Work is progressing well, although the British summer is doing its best to slow us down — no canal water shortages are likely if this is to be the norm!

Apart from weather, the main problems have been at lock 28; a capped lock which was scheduled to take just over three weeks, turned out to require complete rebuilding. Consequently, gate construction for this lock could not begin until the quoins had been reconstructed. The dredging operation, which was the chosen method of clearing the 560m long pound 31-32 because of its limited access, proved difficult to get underway. These problems have now been solved, however, and the pound cleared to the extent that boat movement is possible along its entire length. Excavations found no washwall along pounds 26-25, 25-24 and thus over 800m of wall, up to 2m high in places, had to be rebuilt and backed with concrete. 575 pre-cast concrete copings were cast at Colne Valley Workshops to top off the new wall in pound 26-25.

The last set of gates for lock 28 are nearing completion and will be placed on the 5th Aug. This will mean that gates are in position on site from lock 25 to lock 42 inclusive. A total length of 4.7km of waterway, incorporating 18 working locks, will therefore be to cruising standard by September 1987 from Marsden to Slaithwaite.

Work has also commenced after some silt site difficulties to the east of Slaithwaite. The canal has been dredged down to lock 19 and lock 18 is partially rebuilt. In total, some 65,000 tons of material has been removed from the canal since Summer 1984 and 57 lock gates (19 head gates and 38 tail gates), incorporating 95 tonnes of timber have been made at Colne Valley Workshops. We are currently manufacturing a set of gates for lock 3 on the West side for Tameside Canals Ltd. which will be complete for September delivery.

At present we employ on site 79 and we have employed since Summer 1984 a total of 317. Of these 86 have gone on to full-time employment.

On the evening of 9th July 1987 a Public Meeting took place in Slaithwaite Civic Hall to consult with the residents on the methods of going through, around or under Slaithwaite with the canal. Kirklees Council are currently reviewing the feedback from this Meeting and a decision on the chosen method of connecting the east and west of Slaithwaite will be taken shortly.

I. D. PRESTON,  
Principal Engineer, Huddersfield  
Narrow Canal Joint Restoration Scheme.

## **Calder Navigation Society**

C.N.S. is an association of people from all walks of life who are interested in the preservation and proper development of the Calder and Hebble Navigation and the associated waterways. Through various forms of publicity and representation we endeavour to keep the public and authorities aware of the value of having navigable waterways and of the measures necessary to maintain and improve their attractions.

Throughout the year we arrange a programme of outings and meetings. There are slide and film shows, talks on history, archaeology, pollution, and a wide range of other topics concerning canals and their environs. Outdoor activities include towpath walks, trips on other canals and lock demonstrations to which members of the public are invited.

The Society also owns the motor vessel "Doreen" which shows the flag at boat rallies etc., providing the opportunity for members to get afloat and participate in her general running.

At the Kirklees Canals Festival on Sept. 12th and 13th we hope you will visit the C.N.S. Information/Bookstand and discuss your waterway in particular. We look forward to meeting you.

## **Huddersfield Hospital Radio (2 H.R.)**

Huddersfield Hospital Radio is a charitable organisation which has provided programmes for patients in Huddersfield's hospitals since 1953. Originally the programmes consisted of sports commentaries from Leeds Road and Fartown and later concerts from the Town Hall, but with the opening of a central studio in 1957, news and music programmes were introduced, including the very popular request programmes.

Today, Hospital Radio operates from a studio in Edgerton, broadcasting to a potential audience of around 1200. The programmes are transmitted on British Telecom Landlines, and are received at the Huddersfield Royal Infirmary, St. Lukes Hospital, The Holly Residential Home and The Gables. Commentaries on Huddersfield Town home games, plus concerts of all types of music still form an important part of the stations programming, and in addition to record requests there are programmes for lovers of classical and brass band music, quizzes, nostalgia and dialect, plus magazine programmes of topical interest.

The caravan which is on display was originally a four-berth touring caravan. The external conversion work was carried out professionally, but all the interior carpentry and electrical work has been undertaken by Hospital Radio Members. The purpose of the caravan is three-fold. Firstly it will act as a publicity vehicle for hospital radio, to inform people about the services which is provided for those in hospital. Secondly, it can be used as a mobile studio to broadcast from local events, where a suitable land-line is available. Thirdly, it can be hired by organisers of events to be used as a Public Address system. All the proceeds from this will go towards offsetting the

deficit between the financial assistance which Hospital Radio receives from Kirklees Metropolitan Council, West Yorkshire, and the Area Health Authority, and the actual running costs of the Station. Accompanying the caravan is a stall with games to play, and Hospital Radio merchandise on sale.

We are always pleased to play record requests for relatives and friends who are in hospital; please see any member either at the caravan or on the stall. There is also a coupon in the Huddersfield Examiner every Tuesday evening which can be posted in to us.

If you would like further information about any aspect of Hospital Radio, or feel you might be interested in helping, please telephone us any week-day evening on Huddersfield 533333. We will be pleased to arrange visits to our studio for groups and can supply speakers for meetings.

PHIL DANIEL.

---

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## Boating on the Huddersfield Narrow

I recently read 'The River Runs Uphill', the 1986 published work by the late Robert Aickman dealing with the early years of the I.W.A. It crossed my mind that a review for 'Pennine Link' might be useful. After reading I could not recommend it to anyone but the committed student of waterways history. I understand that it was frequently edited by the author over a period of years, resulting in a text which lacks life.

The high point of the book for H.C.S. members must be the account (and photographs) of the final voyage along the Huddersfield Narrow, though the account was published in 'Waterways World' many years ago. This led me to look again at the alternative version in Rolt's 'Landscape with Canals' and to look for other early cruises.

Journeys on our canal, other than by working boats must have been few. This is hardly surprising; few people cruised canals anyway and even by the Aickman era, the North was regarded as fairly uncivilised! In 1908, George Westall, in his 'Inland Cruising on the Rivers and Canals of England and Wales' states that, "...indeed the proprietary decline to admit pleasure vessels of any kind." Westall was a resourceful man, even resorting to carrying a token cargo to gain access to the Midland Railway's Ashby Canal, but he doesn't seem to have beaten the London and North Western.

One man who certainly did manage a passage of the Narrow Canal at an early date was H.R. De Salis in the course of his 'Survey of the Whole of the Inland Navigations of England and Wales'. His 'statement of mileage travelled, 1887 to 1901' was found hiding in the map

pocket of my copy of 'Bradshaw', although I believe it properly belongs to an earlier work. It includes a number of cruising 'records' including the longest tunnel travelled, which was Standedge on May 2nd 1898 — "time taken to steam through 1 hour 33 minutes." Immediately following was the "Greatest total number of locks worked in one day, 65, being 42 narrow locks on the Huddersfield Narrow and 9 wide locks on the Huddersfield Broad Canal and 14 wide locks on the Calder & Hebble Navigation, May 3rd 1898". It would appear that de Salis certainly did "steam" through, as elsewhere he gives consumption figures for coal and coke on his voyages, but for those impressed by his lockage, I understand that he used a professional crew — even they must have been tiring!

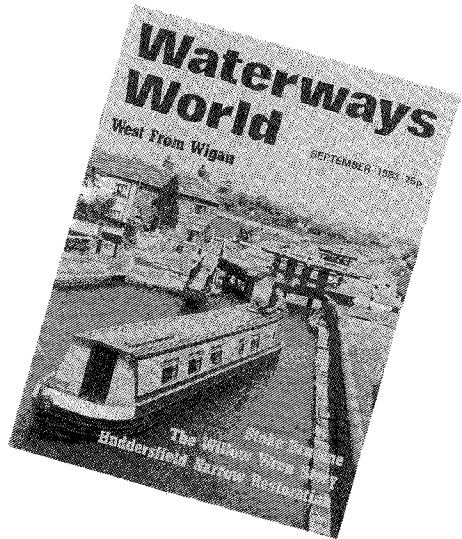
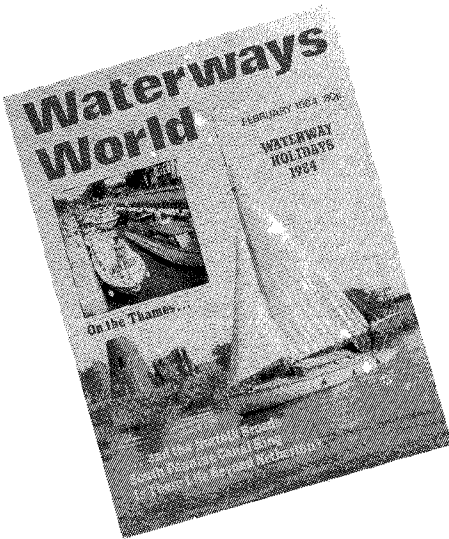
I know of no one other non-commercial passage until the founders of the I.W.A. arrived on the scene in "late summer 1948" in what seems to have been an incredibly amateur fashion. This impression is due, no doubt, in part to the laid-back literary style of Aickman who conveys to me a sense of wonder that he ever got involved with anything like canals in the first place!

Arriving in a rotting hired cruiser, 'Alisa Craig', the party were met by a gang of men from the 'Docks and Inland Waterways Executive' who insisted on bowhauling the boat through the low, scrap-metal filled pounds. (An official reluctance to accept powered craft had been hinted at by Westall some 40 years earlier.) The inevitable happened and the boat was eventually left sitting in a drained pound above lock 4W, on the section now infilled through Stalybridge, (though the group appear to have thought it was Ashton.)

*Until the Huddersfield Narrow's open again let*

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During their stay, Aickman remarks on the lack of hooliganism on these waterways — a sad contrast to the present day situation on the Ashton. The party was rescued, following a personal appeal to the Chairman of the D.I.W.E., and completed the trip despite sticking in Standedge and having a gate blow out on the East side. It is interesting to compare the two accounts by Aickman and Rolt and speculate about the differences; for example, Rolt questions whether the gate was ever repaired, while Aickman states that they waited for an hour!

lock gates had been replaced after that date. It is certain that the visit of the I.W.A. must have cost the D.I.W.E. a small fortune, not just in manpower, but possibly also in compensation for loss of water supply to at least one large mill. In addition the status of the canal was brought to the attention of some very senior people and it can hardly be coincidence that the lockgates were removed so soon after.

TREVOR ELLIS

**ARTICLES FOR INCLUSION IN  
NOV/DEC ISSUE TO BE WITH THE  
EDITOR BY 1st OCTOBER PLEASE**

One question which must be asked is; "did the voyage do any good?" Although closed in 1944 and undoubtedly in poor condition, there is some evidence that

### **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).

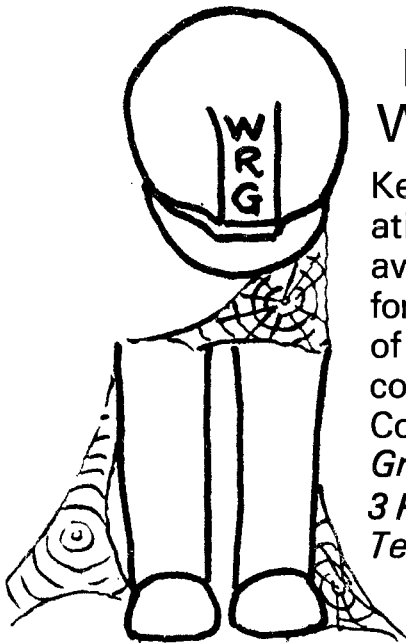
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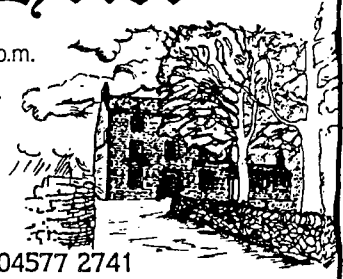
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To: The Membership Secretary, Huddersfield Canal Society, 38 Paris Road, Scholes, Holmfirth. Telephone: Holmfirth 685022

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







## **ECOLOGY OF THE HUDDERSFIELD NARROW**

Over 20 years of neglect left the Huddersfield Narrow Canal a broken down and overgrown waterway. Then along came the Huddersfield Canal Society and their subsidiary and suddenly rumours of boat trips right up to Whitelands Road, and through three locks no less. Of course this involves considerable dredging. To most people this will remove the plantlife that fouls up propellers and blocks the passage of boats.

Others might view this plantlife differently. A haven for wildlife, birds such as Mallards and Moorhens, fish like roach, carp and chub, small mammals and a delight of insects. One of the most readily available safaris you'll find anywhere. Of course I might be biased, but that's the way with ecologists, occupational hazard you might say.

Conflicting interests? Not really, dredging has to be done, the canal was built for boats. Compromises then. Well surprisingly so many are available, primarily a policy of dredging to allow comfortable passage of boats whilst allowing the continued growth of vergeside vegetation. After all the lush green of vegetation, enhanced by the golds, violets and spectrum of colours provided by wild flowers must be infinitely preferable to a blank "clean" cut.

The point is that whilst all around the environment has been destroyed, the Huddersfield Narrow Canal has acted as a haven to wildlife for twenty years. Now's the time to cash in this saving. With the blessing of the Countryside Unit and using the facilities of Tameside Canals Ltd., contracts have been made with Oldham, Rochdale, Salford and Trafford Groundwork Trusts and a transplant scheme has been established. Careful recording and removal of plants to school ponds, and other waterways have increased the distribution of plants ensuring their survival and increased the quality of our often scarred environment.

Additionally the involvement of schoolchildren of all ages has been actively sought. Rewardingly their enthusiasm and excitement has been overwhelming. One day its hoped a new generation will return to the canal, conscious of the history and beauty of the canal. That's the day our natural investment will return us profit.

Marco

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5981 — J. Didcote  
8834 — D. Carter  
16665 — W. Latham.

**The Final Diary of a Sad but Wiser Mariner**

We are entering the final straight of our October 1985 canal holiday. Just Ken, Sarah and me and, of course, William the dachshund (now that Simon is away at university) on the Leeds & Liverpool Canal. This is our sixth canal holiday and it is Thursday.

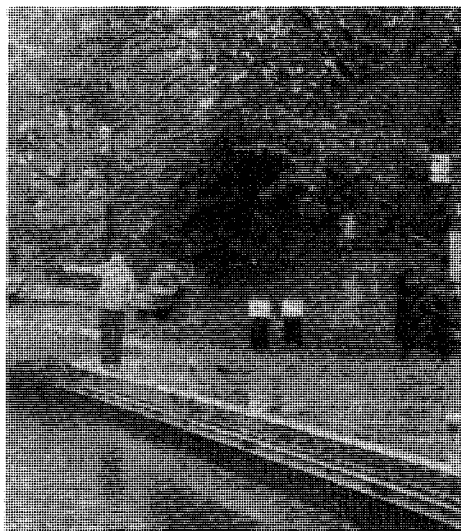
**Day 6 — Thursday**

16 locks 10 swing bridges (about)

Woke late — we are sleeping well — to the sound of rain battering on the metal roof. Tempting to turn over but we sailors are made of sterner stuff so we set off at 8.45 in drizzle. Passing through Rodley some contractors were driving steel sheet piles into the canal (preparing a coffer dam for a sewer crossing, my civil engineering consultant — HIM out there — tells me). What a racket, ear-splitting crashes every second. The residents must be suffering terribly. Very few craft on the move — not so many stationary (!) — only idiots like us dressed up to the nines in our Troll waterproofs — cannot understand why some people don't come prepared. I remember (will I ever forget?) the wayward helmsman at Middlewich a couple of years ago in his full length suede coat!

Stopped at Shipley to do a quick shop and have lunch in the dry before setting off for Bingley. Even though it was pouring down Ken took a photograph of Sarah standing at the "water bus" stop at Saltaire — strange seeing a regular bus stop on a canal bank!

At Dowley Gap two canal workers helped us through — very friendly and helpful as always. Oh yes, William fell in but was gallantly rescued by Sarah, who suffered one very wet leg. We hope we are a bit past falling in now but there's no accounting for daft dogs. We stopped before Dowley Gap to extricate a large plastic bag from the propellor.



*Sarah waiting for the waterbus.*

William decided he would follow yours truly to the locks but the gap between the boat and the bank was too wide so he swam instead! Did his usual "drowned rat" impersonation.

Made the Bingley 5 in good time and re-acquainted ourselves with Barry, the lock-keeper. As Ken was driving I spent a great deal of time talking to him. He is a splendid advertisement for his calling — gave several tips in a kind helpful way (one can always learn at this game!) — talked about the canals, the boats sunk in the locks this year through stupidity or ignorance. He has raised his own narrowboat from the depths (where a previous owner had sunk it); he described the trip taking it to Braunston and how he hopes to refit with real ale on board! So many topics — our travels etc. — and all the time working the levels in this most complex of the world's lock systems with magnificent precision. A pleasure to watch and assist. Anybody inexperienced would do well to spend time watching Barry before they ever set out — mind you it could put them off for life!

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Tunnel End Plates	£4.95	
Dungebooth Plates } Set of 3 — £12	£4.95	
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Met another Huddersfield Canal Society member going down the 5-Rise and agreed we can't wait for it to open and praised the efforts being made, especially on the Yorkshire side. Eventually and a bit hesitantly he said "I've heard you call your husband Ken, your daughter Sarah and you have a long-haired daxi called William, do you write 'The Wife's Tale?'" Equally hesitantly I said "Yes" — a bit fearful of what was coming. But he enjoyed it and looks forward to each instalment! I nearly fell in — it is nice to know the Diary is not completely in vain!

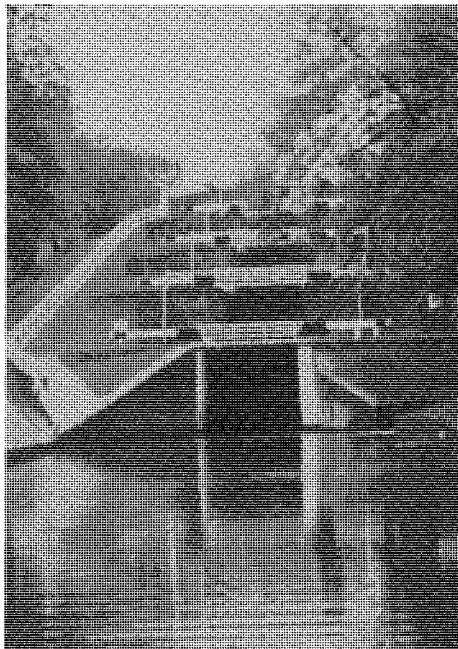
Moored up above the 5-Rise, only 4.30 but all wet — outside anyway. And the big problem — nowhere to dry anything. Went for a walk all round Bingley before we found a phone that worked and back along the canal — 5-Rise looks v. impressive in the dark. Dinner turkey and ham pie, jam roll and custard.

### Day 7 — Friday

No locks, but lost count of swing bridges — again!

Set off at 8.00 in glorious sunshine — not a cloud in the sky — ice on cabin top and ropes — a crisp beautiful autumn morning. Moored after a short while so Ken could have a shave and Sarah and I could nip to the shops. Back and away in 15 minutes. Fully automatic swing bridge at Micklethwaite joy to operate (HE took his glasses with him this time!) Wish the busy one outside Shipley was the same — it's so difficult to control and drivers get so irate at having to wait for a mere narrow boat!

Canal passing through some beautiful scenery; all the trees in their autumn colours — glorious — saw a Kingfisher. Swing bridges stiff but coped. Passed the base at Silsden and one swing bridge further we lost reverse. Now, it's a simple fact that boats have no brakes



*Bingley 5 rise.*

except reverse gear, so losing reverse can lead to a very bumpy ride!

Ken managed to stop and examined the engine — one of the cables from the control console had snapped (mind you the console is a wooden one and has been lashed to the handrail all week, having been snapped off in a previous hire). Limped into Kildwick — HE drove with the engine cover off, changing gear with his foot! — moored at the church and Ken went to phone. The mechanic nearly beat him back! Same young man as last Sunday. Replaced the gear cable and we were off before 1.00pm.

Made Skipton by 2.30 (HE did a superb 3-point turn in front of an admiring crowd of gongoozlers). Walked up the main street — market day — and made for the home-made sweet shop; treated us to some fudge. Decided not to hang about as weather was changing rapidly,

## PENNINE LINK

looked v. stormy. Ken did all the swing bridges and we made it back to Kildwick in just over an hour as it started to rain with a really cold wind.

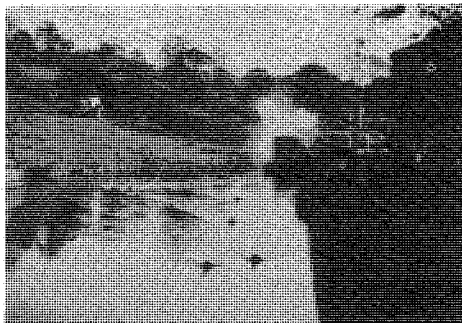
Glad to get below and start dinner (macaroni cheese, bakewell tart). Did some packing, washed and changed ready for our evening out at my cousin's home nearby. Found the central heating had gone out — was the boat cold! Managed to re-light it but took a while to warm up. Heavens opened — rain beating down. Eventually met our "lift" (cousin's husband) after several walks (by Ken) up and down the tow-path. Super evening, lots of family gossip and back to the boat after 11.00. Did a bit more packing then to bed with the beautiful sound of the old church bell chiming midnight.

### Day 8 — Saturday

Up at 7.30 — thick ice over the whole boat but brilliant sun and blue skies start another glorious day. The week has flown by and, apart from odd hang-ups with the boat, certainly our best trip yet, beautiful and interesting. Soon got everything packed away and the boat cleaned from stem to stern. Opened the last two swing bridges. Ken manoeuvred brilliantly up to the mooring next to "Windsor Castle". Took 15 mins to offload into the car. Bought the souvenir horse-brass for our collection and a slate mat. Reception gave us a Black Prince slate plaque! Away by 9.30 — all quiet going home and although sad that the trip had come to an end will be glad to get into the bath!

Can safely say that after this trip I feel confident to drive and tackle any job — a great sigh of relief from HIM!

Well, as I warned last time, now is the time to get your hankie out! I have run out of trips to write about, for all sorts of reasons. New jobs, theatre weeks in London, various other commitments



*Kettle's on! early morning scene at Kildwick.*

have kept us off the water for nearly two years now — and we are rapidly running out of crew. Simon has now graduated and is in the south, Sarah is heading for 'A' levels and university and has found a new love, in land-based "adventure" holidays with the National Trust Acorn Camps. So the two old fogeys will have to do the Cheshire Ring on their own — well, I mean, William isn't much use.

So, for the time being, good sailing! We may see you at the Kirklees Festival — if you see a long-haired dachshund, reddish-brown with a muzzle getting quite grey, give us a wave! We tried to get William to sign autographs for charity but he is too shy.

THE END

Footnote:

Having finished putting this last chapter together for the Editor, Ken and I have just completed an evening's stroll along the Saddleworth section of the Huddersfield Narrow — a favourite walk. Although in our travels we have only scratched the surface of the huge waterway network, we still believe that once the Huddersfield Narrow is open it will be the finest, most interesting and beautiful canal of the system. We have been on the Llangollen and South Oxford, both "show" canals, and they pale into insignificance by comparison.

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

Monday-Closed, Tuesday 2pm-5pm  
Wed-Fri 11am-1pm, 2pm-5pm  
Sat & Sun 11am-5.15pm  
& Bank Holidays

For details of Activities etc.  
Tel: Huddersfield 846062

**EXHIBITIONS**

- 8th Aug.-20th Sept. 'Spirit of Colne Valley' by Jerry Hardman-Jones and Tom Wood. Ceramics by Mrs Crawford. Model Railways from Huddersfield Railway Circle.
- 26th Sept.-1st Nov. Natural Cosmetics by Mrs McLeod.  
Pennine Patchworkers — Featuring quilts, cushion covers, etc. handcrafted using various patchwork techniques.
- 17th September 'Bird Life of the Colne Valley' by R.S.P.B.
- 15th October 'Update on the Huddersfield Narrow Canal Restoration' by Ian Preston.

Talks start at 7.30pm but coffee is available from 7pm.

**CONSERVATION DAYS**

Your chance to help improve and enhance the environment in Colne Valley. Meet 10am Tunnel End. Old clothes and wet weather gear advised. Packed lunch required. 5th/6th September, 3rd/4th October and 7th/8th November.

**UNCLE JOE'S MINT BALLS NOW IN STOCK**

We are pleased to welcome the following new members:

- 1556 Ms Sandra Kelly, [REDACTED]
- 1557 Mr & Mrs Alan Robertson, [REDACTED]
- 1558 Mr Ian Stephen Smart, [REDACTED]
- 1559 Mr Chris Niekirk, [REDACTED]
- 1560 Mr Martin Cooper Wilson, [REDACTED]
- 1561 Mr George Speight, [REDACTED]
- 1562 Mr John A. Ricci, [REDACTED]
- 1563 Mr & Mrs Dennis Fitzgerald, [REDACTED]
- 1564 Mr & Mrs David Howard, [REDACTED]
- 1565 Mr Stanley Howcroft, [REDACTED]
- 1566 Mr Mike Harker, [REDACTED]
- 1567 Mr & Mrs D. H. Davies, [REDACTED]
- 1568 Mr & Mrs Peter Sillence, [REDACTED]

*VAL DEWEY*  
Membership Secretary

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**UNION BANK ROAD, OFF NEW STREET, HUDDERSFIELD**  
**Tel: Huddersfield 20775**

- 3rd Sept. 8.00pm East Side Social at The Sair, Linthwaite
- 9th Sept. 8.00pm West Side Social at The Tollemache Arms, Mossley.
- 8th Oct. 8.00pm Joint Social Meeting at The Olive Branch, Marsden.  
Guest Speaker
- 5th Nov. 8.00pm East Side Social at The Albion, Longroyd Bridge, Huddersfield
- 11th Nov 8.00pm West Side Social at The Farrars Arms, Grasscroft, Oldham

**Festivals**

- 12/13th Sept. Kirklees Canals Festival, Polytechnic Site, Aspley,  
Huddersfield

**LOCAL IWA MEETINGS****Manchester Branch**

- 2nd Oct. 8.00pm Talk entitled 'Canal Books' by Mark Baldwin at Worsley  
Cruising Club, Cawdor Street, Patricroft, Manchester
- 6th Nov. 8.00pm Talk entitled 'Engineering Developments in the Northwich  
Area' by P. Bentham of B.W.B.

**West Riding Branch**

- 2nd Oct. 8.00pm Talk entitled 'Canals in Towns' by Lewis Braithwaite at  
Bradford Boat Club
- 20th Nov 8.00pm **Not to be missed.** Illustrated talk by Teddy Edwards at  
Bradford Boat Club

**Bradford Boat Club** off the unmade track at the end of Higher Coach Road, Shipley  
Glen, Shipley, Nr Bradford, W. Yorks.

**Working Parties** at Ward Lane, Diggle  
5th/6th September, 19th/20th September,  
3rd/4th October, 17th/18th October,  
7th/8th November.

Please phone Trevor Ellis on Huuds 534666 if you need any details.

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