

# **PENNINE LINK**

**No.66**

**Nov/Dec 1985**



**FREE to Members**

**25p**

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**Cover photo:** C. Councillor Garth Pratt cutting the first 'sod' on Wakefield road bridge.

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

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**Editorial**

Having always felt the Wakefield Road Bridge to be the biggest barrier to the canal's restoration, and the usual reason that sceptics of HNC's restoration will give for it remaining un-navigable, it's with great pleasure that this issue's cover photo appears.

We're happy to report the new Christmas Card is now on sale, from either Tunnel End Cottages or from the Sales Officer Jean Buckley. The cards produced by the IWA are of a painting by Alan Firth and is of Tunnel End Cottages and Standedge Tunnel (see Sale page).

May I now take this opportunity to wish you all a very Merry Christmas and a Happy 1986.

SUE GIBSON

Navigation off the main waterway system onto the Huddersfield Narrow canal will soon be possible. In 1986 boats may be able to navigate the Huddersfield narrow from Ashton towards Stalybridge now that Tameside Canals Limited our subsidiary company has been given the go-ahead to begin lock restoration. Whilst the restoration of the three locks appears simple there are big engineering problems which will be overcome but it is not simply a question of money.

A large sewer is in the bed of the canal, a bridge prevents normal restoration of Lock 2W and we cannot yet trace the outfall of a bywash. The funds for lock restoration have been provided by Greater Manchester Council which will back the Manpower Services funding and support from Tameside Council.

Over in Huddersfield, Wakefield Road Bridge, a barrier which we always thought would be last to be removed will be rebuilt to allow through navigation, West Yorkshire County Council has provided the funds and the engineers to start the six month project. County Councillor Pratt ceremoniously began the works on October 7th and the television cameras were there to record this historic event and Bob Dewey! Both these major episodes in the restoration of the Huddersfield Narrow have proved the value of the two Metropolitan County Councils for big recreation projects. Up to the present neither the District Councils nor the British Waterways Board have had the resources to undertake restoration on such a scale. British Waterways Board are of course limited by statute but we hope that the Steering Committee led by Sir Leslie Young will tap the funds needed for other big barriers to through navigation.

It is just over a year ago that we brought the five councils together and chaired by Bob Cotton, British Waterways Board Director of Leisure proposed a steering committee and a cost benefit study to bring a professional co-ordinated approach to restoration. It became apparent at that meeting that all councils favoured restoration a fact echoed by the resolutions passed by the councils on 3rd July. The District Councils will now take over from the Metropolitan Councils and I am sure that British Waterways Board will take the lead. The Board Officers from Wigan and Leeds are now working alongside our councils and the Society in advising on all aspects of restoration.

With more restoration schemes proposed the Canal Society has an even bigger role to play. Council members all have an executive role and our spheres of influence are constantly widening. The calls on our time both during and outside normal working hours necessitates more people to attend meetings, organise working parties, run festivals and our sales stand, publicise our aims and manage Tameside Canals Limited. Each council member would welcome more direct help in his or her role. We have recently expanded our council and I welcome our new Directors. There must be other willing to share the burden of our campaign. Local Authority involvement does not lessen the necessity for the Society. We can and do originate schemes and we shall always have a role as major users of the Canal. Should any of you feel that you can help further please contact me or any other council member. We shall be pleased to discuss any aspect of restoration and use of the Huddersfield Narrow.

A Merry Christmas to you all.

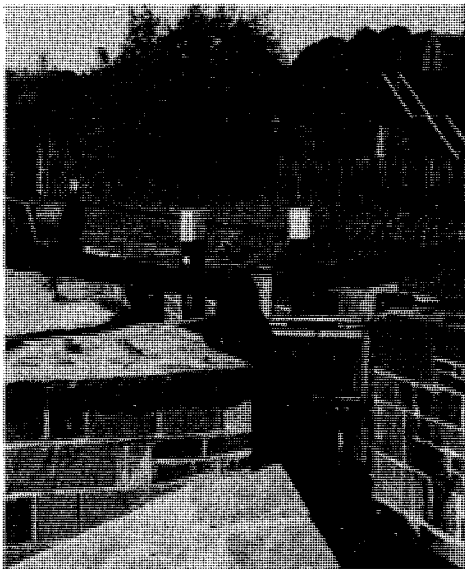
The 68 workers on the Marsden-Slaithwaite Community Programme scheme have been busy throughout the long wet summer. Locks 39E to 42E should be complete when you read this, and visitors will soon be able to admire the new lock locks.

The hydraulic paddle gear is bound to create a lot of interest (as shown in the photographs). Each lock has its own individual character, and it is interesting to compare the appearance of the brickwork at Lock 41E in contrast to new stonework at Lock 40E. Where lock walls have had to be rebuilt there is mass reinforced concrete behind the facing of stone or brick. Where new quoins are required for bottom gates these have been cast back at the workshop at Linthwaite in concrete.

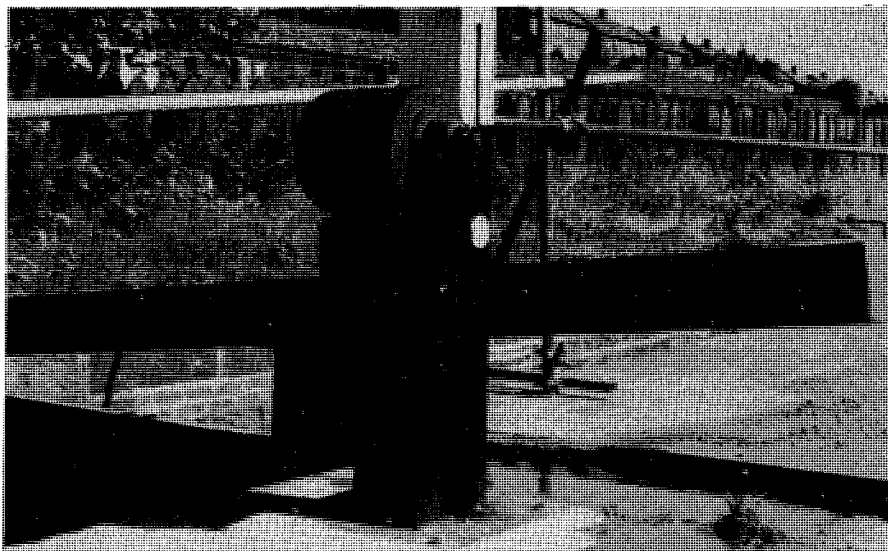
A further 11 locks and 13 pounds have been cleared of spoil and rebuilding is progressing on 5 locks, the most distant from the starting point being Lock 26E above West Slaithwaite Road bridge. The Yorkshire Water Authority are re-routing the sewer which crossed the

canal by a low level pipe at Sparth. It is hoped that as many as 13 locks will have been re-opened by the early part of next year.

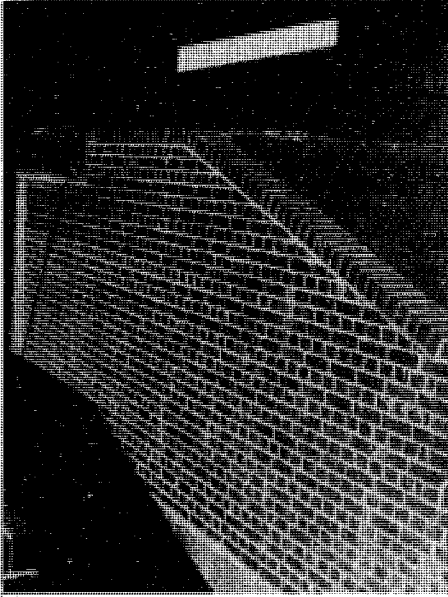
**KATHRYN GOODWIN**



*Lock 42E across the road from "The Railway"; note hydraulic paddle gear on balance beam.*



*Hydraulic ground paddles at the same lock.*



*New brickwork at Lock 41E.*



*New stone facing to Lock 40E provides a contrast to the brickwork of the lock above.*



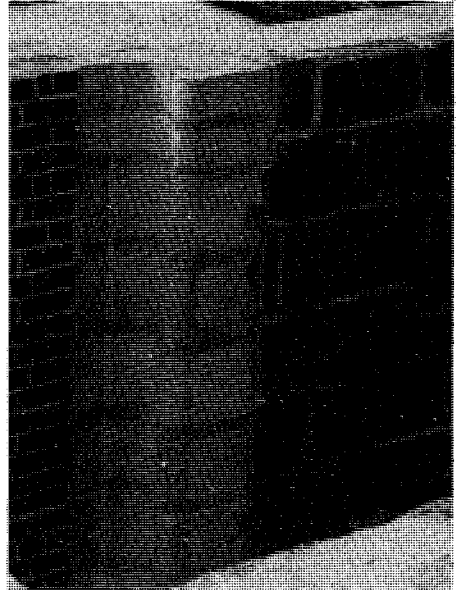
*Facing the mass reinforced concrete wall of Lock 38E with stonework.*



*Completed brick facing to the main chamber walls of Lock 37E behind Marsden Band Club.*



*Working on the gates of Lock 41E.*



*Concrete quoins at Lock 37E.*



*Yorkshire Water Authority workmen re-routing the sewer pipe which crossed the canal below Lock 32E at Sparth.*



*Lock 26E above West Slaithwaite Road bridge, formerly filled in and with a concrete cascade. These have been dug out and the chamber is scaffolded ready to re-point the stonework.*

*PHOTOS: KEITH GIBSON*

Since the last report our activities have been concentrated on the bywash weir at Lock 31W. When we started, the only trace of this was a bay leading off the pound between the two locks. Nothing remained above ground of the channel and due to silting it was impossible to say where the outlet should be.

In the last issue I reported that we had found the 'drop shaft' which seems to be a feature of these locks, immediately adjacent to the bay. From here a short tunnel led away, emerging in the middle of the track which now crosses the site. To overcome this problem we cleared a fifteen foot length of open channel and roofed this in concrete. Beyond this point the remains of the channel appear to become fragmentary.

There had been considerable speculation as to whether the tail of the bywash crossed Ward Lane, or whether the opening was between the lock and the bridge. A trial hole found traces of stonework about opposite the bottom

gate area of the lock, where the track crosses over. After much difficulty and digging a very deep hole we eventually found a steeply-stepped fall to an outlet near the bridge.

At the time of writing we have still to clear the middle section, then flag and rebuild. Further sections of concrete cap will be needed to accommodate the track. The aim is to be in a position to pass water round both locks in time for an assault on the chambers in the New Year.

Volunteers are still vital. No previous experience is required, and no promise to attend *every* week! Either turn up on site — usually the first and third week-end, or ring me on Huddersfield 34666.

TREVOR ELLIS

## Press Cuttings

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

### **Crompton Batteries Ltd**

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**Wakefield Road Bridge**

The first sod (actually, a piece of hot-rolled asphalt!) was ceremonially cut by County Councillor Garth Pratt at Wakefield Road Bridge, Huddersfield, on Monday 7th October. Work should have started on removing this major obstacle to navigation when this issue comes through your letter box. West Yorkshire County Council are to rebuild this bridge on a main approach into the town and put in a navigable concrete culvert to allow boats to enter the length of canal alongside the Huddersfield Polytechnic from Aspley Basin.

**Uppermill Infilled Section**

Long standing members of the Society will remember that we had carried out initial design work on a scheme to rebuild the canal between the Brownhill Visitor Centre and Wool Road Basin in Uppermill, where the original canal route had been filled in for road widening. This project, since then taken over by Greater Manchester County Council, has been approved to start soon by that Council's Planning Committee, and they have now received the approval of the Secretary of State for the Environment to commit the necessary finance to the project.

**Standedge Tunnel Survey**

Tenders have been invited for the survey of Standedge Tunnel and the works needed to bring it into a condition appropriate for its navigation by the public following the Joint Steering Committee meeting chaired by Sir Leslie Young, the chairman of the British Waterways Board, in Huddersfield Town Hall in July. (See last issue for reports on that meeting.) The Local Authorities, this Society and the Inland Waterways Association have offered financial contributions to this survey. It is understood that the Waterways Board have received

three tenders. No doubt these will be a major subject for discussion at the next meeting of the Joint Steering Committee.

**Stalybridge Engineering Study**

Members of your Council have seen the first draft of the report on the various solutions to routes through Stalybridge being prepared for the Society by well-known Engineering Consultants, W. S. Atkins & Partners. More work remains to be done before they can present the final report and costings to us, however.

KEITH GIBSON

**Boats**

Here we are talking about boats again. I've just got back from a holiday helping to propel a 72ft ex-working narrow boat along many miles of canal — quite a change from the rather limited trips on our own Society boats, still, let's hope it won't be too long before we can go further along the cut at Marsden and Uppermill.

Both 'Stan' and 'Number Two' proved popular at Tunnel End Festival — many thanks to those who helped. The paddle boats were also very popular, although there were a few tricky situations, especially under the bridges, still we didn't actually sink any and it all made for a bit of excitement.

Benji has also continued to run well — with a fair amount of effort from Harold — let's hope the late summer weather help make up for a rather poor season.

Now it's volunteer time — I'm looking for an electrician to do some work on Benji and also a painter to do some decorative work on 'Number Two' (The whole cover can easily be removed if necessary). So if you think you could help please phone me on Huddersfield 655951.

JOHN MORLEY, Boat Officer

Many people in Huddersfield have been unable to believe that a canal went under Wakefield Road. "There isn't enough headroom" being a frequent comment. On Monday 7th October the County Council started work to prove them wrong.

County Councillor Garth Pratt (a very good friend to HCS) got to grips with a pneumatic drill to officially start the project, to construct a new navigable culvert. The job will cost about £150,000 and take about 6 months — to the road

users of Wakefield Road. HCS can only apologise for any delays!

The start of the work was televised by the BBC Look North and the crew and subsequently visited Marsden and filmed an interview with Bob Dewey against a background of now restored and partly restored locks.

Some boat owners thinking of their Winter/Spring cruise programme should think about coming to Aspley and sailing under Wakefield Road — that really should earn a special 'Broad Canal Certificate'.

## Press Date

Articles for inclusion in the January/February issue of Pennine Link must be received **no later than 1st December please.**



## 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*



COME TO AN HCS

**CHRISTMAS FEAST**

on

**Saturday 7th December**

at

**Tunnel End Cottages**

£6 for a four-course meal and a glass of wine. The meal will consist of a good hot soup, followed by a superb cold buffet, ending with Christmas pudding, coffee and mince pies. Tickets are available from Tunnel End Cottages on Huddersfield 846062 or from Felicity Tipple on Glossop 62705. Numbers are limited so hurry and book now before it's too late!

**Dear Editor**

May I, through your pages, thank Felicity Tipple and her happy band of helpers for the marvellous job they did at the HCS first Wine and Dine Evening on 5th October. The setting was stupendous, the food fantastic and the company cosmopolitan. (As most of them were HCS members, I'd better be polite!)

The girls performed miracles with the very limited facilities available and the mind boggles at the thoughts of what they could produce if ever a half-way decent kitchen was installed at Tunnel End.

I believe their next event is a Christmas meal. I for one will not be missing and I recommend any HCS member and friends to get their bookings in now as space is extremely limited and their catering must represent the best value for money in the British Isles!

Once again, many thanks for a most enjoyable evening and congratulations to Felicity for a super addition to the delights of HCS membership.

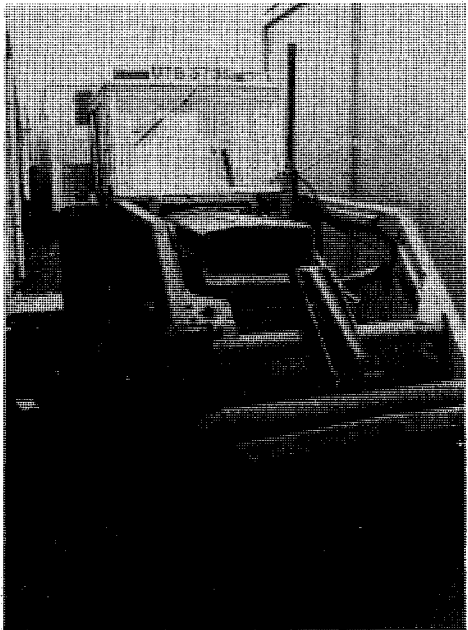
Yours sincerely,  
**BRIAN MINOR**

It has previously been reported that the Society has set up a subsidiary company, Tameside Canals Limited, to continue the work of the M.S.C. Community Programme project previously carried out by the Tameside Canals Development Association. This project is now well on the way to completing work on reconstructing the towpath of the Peak Forest Canal, the major route south from the Huddersfield Narrow, within the Tameside District.

The success of the scheme under the chairmanship of Councillor Frank Ruffley & Project Manager Stephen Whitby is such that it is now the largest Community Programme scheme under Tameside Council's Manpower Services Commission Agency. About 100 people are employed. Particularly noteworthy is that half of those leaving the scheme after a year's employment have gone on into full employment—considerably above the national average for such schemes.

Although work is progressing rapidly on the towpaths of both the Peak Forest and the Huddersfield Narrow (between Ashton & Stalybridge), those of you who have recently looked at this first length of the Huddersfield Narrow up to Stalybridge will have seen that progress on restoration of Locks 1-3 West has been very slow. In the first place, although we have British Waterways Board approval for the project, they could not allow us to begin restoration work until Greater Manchester Council delivered a letter of intent to enter into a Maintenance Agreement. That was delayed because as a side effect of the abolition of the Metropolitan Counties, G.M.C. were prevented from entering into such an agreement without the prior approval of the Secretary of State for the Environment. Now that obstacle has been cleared there remain technical difficulties which

we hoped would have been resolved sooner had work on the locks been able to start sooner. What is to happen about the sewer crossing below Lock 1W? What is the condition of the chamber of Lock 2W? etc. etc. Because of these problems it seems likely that this year we will spend more time on towpath and environmental work and less on lock restoration than originally intended. Progress is, however, being made. The locksides of Locks 2 and 3W have been cleared ready to start work. The steel pile capping has been removed from Lock 2 revealing a lock chamber rather less straight than we had hoped. The ground paddle culverts have been cleared and safety fencing erected at Lock 2. Plant and equipment continue to expand. In addition to the Bedford Astra van needed to ferry men and materials between the various sites, a second-hand excavator, a compressor and two 12ft long steel work boats have been acquired.



*Second-hand Excavator.*

We are receiving welcome advice on the engineering aspects of the project from Rodney Grimshaw and David Horton of the Tameside Engineer's Department. Hopefully their liaison with John O'Kelly of the Wigan office of B.W.B. will help us to decide on solutions to the various technical problems which are acceptable to the Waterways Board. Lock 2, of course, has a particular problem in addition to its not very straight walls — that of the bridge to the Senior Service factory having been widened after the canal was abandoned. The result is that the concrete deck of the bridge would now prevent traditional mitre bottom gates from opening. Possible solutions range from rebuilding the chamber so as to move the lock several feet further up the canal, to the use of a guillotine bottom gate (a course I favour, if we can devise a mechanism suitable for use by inexperienced boat crews without the need for supervision by a lock keeper.) We have now learned that, subject to B.W.B. Union clearance, the Board will agree to lockgates being made by M.S.C. workers — hopefully by Ian Preston's team at Linthwaite — although we cannot order lockgates until the engineering solutions to our various problems are resolved.

To show our determination to press on as rapidly as possible with the Huddersfield Narrow restoration part of the project, the official opening ceremony by Councillor Tom Marsden, the Mayor of Tameside, on Thursday 14th June was performed by the side of Lock 3W. Earlier that month Ken Baker, the Chairman of the Society's Ashton Canal Festival Committee in 1984 had presented a cheque for £1,506 to Frank Ruffley in a ceremony at "The Buck &

Hawthorn", Katherine Street, Ashton. The Society has also pledged the proceeds of this year's Ashton Festival to the project, and, to strengthen the link between Tameside Canals and the Festival Committee, Brian Minor has agreed to join the Board of Tameside Canals Ltd. The project's financial position has also been enhanced by a generous grant of £10,000 from the Waterways Board, and a further £45,000 is promised from G.M.C. That, however, is dependant on the County being satisfied with our proposals for the ecologically important aspects of the canal. To this end a report has been prepared by workers on the scheme setting out what is of value within this length of canal and giving guidelines to Supervisors. We have been lucky in being able to employ Angela Ganns, an ecologist. We hope that her report will prove that we intend to re-create a navigable canal without un-necessarily destroying wildlife. Similarly we hope that B.W.B.'s proposals for subsequent dredging — which would have to take place even without restoration, simply to keep the water flowing — will show a similar concern for the important wildlife features of the canal (we believe that they do.)

Close liaison between the Local Authorities and the management of the project is a vital factor in the success of this project, financially with G.M.C. and in terms of practical help from Tameside's M.S.C. Agency and from that Council's Engineers and other departments. In recognition of the importance of these links we have asked Tameside Council to consider nominating two members onto the Board of the Company.

KEITH GIBSON

**The Diary of a Reluctant Mariner**

The story so far. Anne and Ken with Simon (17) and Sarah (11), two school friends and, of course, William the dachshund, are partway through their third canal holiday. They are at Weston on the Trent & Mersey, heading south, and have decided to 'do' the Four Counties Ring in company with a mad crowd of ex-Didsbury Collegeites. It is April 1982.

**Day 4 Tuesday.** Sailing time 11½ hours. Destination — Brewwood. 16 locks, 27 miles, warm but mainly very wet.

Warm and overcast at breakfast. Set off at 8.00am — other boat already gone, they mustn't have slept at all! Weston Lock immediately. Passed a superb new house in about 3 acres of landscaped conifer gardens — swimming pool, fountains etc. Really impressive — two gardeners — would need them.

Stopped at the canal shop at Hoo Mill Lock and bought bread and milk — and the logbook before my memory failed me! Started to pour down and nearly missed the right turn into the Staffs & Worcs at Great Haywood. I mean I nearly missed it, he, poor lamb was up there soaked to the skin again. Beautiful slender bridge across the end of the S. & W; stopped for water, found 'Turner' crowd again and swapped more yarns. Stayed below all afternoon — not v. pleasant at all — pity really for lots of wildlife around and v. pretty scenery. Surfaced at Penkridge for some shopping with 'Turner' crew. Sailed alongside M6 for some distance. Kids waved at drivers and vice-versa — what a hectic way of life they have! Passed Gailey Roundhouse, v. impressive. Rain again so stayed below. William, of course, insists on being up top with the

driver. He is absolutely soaked (well they **both** are!) but will not budge. Kids playing cards and oblivious to everything. Canal narrows drastically for a short distance — probably solid rock or a collapsed tunnel, HE says, I think its just sheer awkwardness, and why shouldn't the builders have left the odd 'deliberate mistake' to keep boaters on their toes?

Then to Autherley Junction and a sharp right turn into the "Shroppie", old friend. This end of the Shropshire Union is a 'later' canal by old Thomas Telford (who now has a bookshop in Great George St, London, HE says — who is he kidding?) and takes a straight and level course, with one lock, for about 25 miles instead of following the contours of locking constantly. Consequently there are lots of embankments and cuttings — the former a bit bare and open but the latter like jungle and teeming with birds and plantlife — just to count, today we have seen woodpigeon (dozens), red-breasted Merganser ducks sitting on the nest, chaffinches, 4 herons, a lapwing, pied wagtail, two golden pheasants — and a black-necked white chin strap goose (at least that's what our Simon says it was — and he has the book!) Just think what we might have seen if we hadn't (nearly) all been stuck away downstairs.

Good quick trip to Brewwood and moored in a beautiful wooded cutting. Dinner of macaroni, fruit salad and cream. Pub later (the Bridge Inn, what else) and saw TV news — really frightening about Argentina. Missed the Turner lot somewhere!

**Day 5, Wednesday.** Sailing time 9 hours. Destination — Market Drayton; 6 locks, 21¾ miles. Heavy rain to start, later cloudy, then sun and wind.

## PENNINE LINK

Woke v. early to the sound of rooks. Reminded me of school days, not far from here. Off at 8pm and moored at Wheaton Aston to shop after crossing Telford's famous aqueduct over A5 Watling Street (been reading the guide again!) First lock since Autherley Junction — next one 17 miles away but not boring, lots to see. Wheaton Aston is a lovely old village with Georgian and half-timbered buildings including some fine examples of crook-beam construction. Pouring down again — I do hope it clears up. Did some shopping with Ken. Started to clear up about 10am and eventually, going through some beautiful cuttings, sun came out briefly for half an hour. Within minutes Simon's friend. Simon was sunbathing on the cabin top in swimming trunks and wellies! Quite cheered us up (the sun — not Simon). Passed a cornmill (Coton Mill) converted (very nicely) into a canal shop but HE said we had stopped enough for one morning — misery. Moored at Norbury Junction, nice pond, took on water. Bought some horse brasses, at Shropshire Union Cruisers, showing the different canals we have covered in three years — quite a nice collection — will look well on a beam at home.

Had ham sandwiches and home-brew. 'Turner' turned up and shared the home-brew then we all went into the Junction Inn for more — very convivial — and **NO** breathalysing on the cut! Arranged to moor up with them tonight.

Wonderful treat for us northerners! We saw two kingfishers and they followed the boat for about two miles before winging away back along the canal. Rain again! But not for long and sunshine again with a strong cross wind making life difficult for HIM up top, especially on the enbankments. Passed Cadbury's

wharf and on to the first locks — a flight of five at Tyrley.

This really must be the most beautiful stretch of canal we have yet seen — and all so well looked after. Our Simon got stuck in one pound and friend Simon pushed him off, or tried to. We had never imagined there could be so many ineffectual ways of handling a boat pole. I ached laughing. Arrived v. early at Market Drayton and found an excellent mooring for ourselves and 'Turner' (nowhere to be seen since lunch!) Strong wind had us across the cut in no time during mooring so we were ready to help when they turned up. I managed to jam my hand in a ring, with the rope — thanks to a sudden cross wind at the wrong moment. V. painful — now I know what cleverclogs outside means by 'taking a turn' around something! I always thought he meant going for a walk!

Dinner chicken, rice, carrots and peas, cake and wine — followed by a shower — excellent! Ken and I had a long walk round Market Drayton, which I remember as the "big city" on official outings when I was at school. It hasn't changed a lot. Met the 'Turner' crowd by pre-arrangement and had a very noisy evening!

A super day only part spoiled by weather. If Sarah said "Are we there, yet?" once, she must have said it twenty times. Market Drayton was "there", and when we **were** "there" she didn't want to see it! Kids!

Next time — How Ken tried to circumnavigate a long gap with a short rope and — he, he, he — fell in!

STOP PRESS — One look at Marple aqueduct on the new series of 'Travelling Man' and we booked Black Prince for late October!

**SOUTH PENNINE TOUR 1985 ITINERARY**

**November**

- \*\* Fri 1 Duke of York, Church St, Eccles, 8.00pm
- \*\*\* Sat 2 Astley Arms, Astley St, Dukinfield, 8.00pm
- \* Sun 3 Norton Priory, Warrington Rd, Nr Astmoor, Runcorn, 3.00pm
- \*\*\* Mon 4 The New Inn, Wellington Rd, Stockport, 8.00pm
- \*\* Wed 6 The Station, Helmshore Rd, Helmshore, Rossendale, 8.00pm
- \* Thu 7 The Lord Nelson, High St, Luddenden, 8.00pm
- \* Fri 8 Ellesmere Park High School, Eccles, 8.00pm
- \*\* Sat 9 Slaithwaite Leisure Centre, Carr Lane, Slaithwaite, Nr Huddersfield, 8.00pm
- \*\* Sun 10 The Ash Tree, Wharf St, Sowerby Bridge, 8.00pm
- \*\*\* Tue 12 The Old Hall, New North Rd, Heckmondwike, 8.00pm
- \* Wed 13 Scapehouse Inn, Scapegoat Hill, Huddersfield, 8.00pm
- \*\* Thu 14 The Whistler, Leeds Rd, Dewsbury, 8.00pm
- \*\*\* Fri 15 The Swan, The Square, Dobcross, Saddleworth, 8.00pm
- \*\*\* Sat 16 The Olive Branch, Manchester Rd, Marsden, Nr Huddersfield, 8.00pm
- \*\*\* Sun 17 The Swan, Carr Lane, Crimble, Slaithwaite, Nr Huddersfield, 8.00pm
- \* Tue 19 The Mechanics Institute,
- \*\* Wed 20 Peel St,
- \*\*\* Thu 21 Marsden, Nr Huddersfield.
- \*\*\* Fri 22 (Bar and refreshments)
- \*\*\* Sat 23 All performances start at 8.00pm.
- \* Sun 24 Beaumont Arms, Meltham Rd, Netherton, Nr Huddersfield, 8.00pm
- \*\* Tue 26 The Lion, Hurst Knowle, Almondbury, Nr Huddersfield, 8.00pm
- \*\* Wed 27 Shepherd's Rest, 116 Woodhead Rd, Holmebridge, West Yorkshire, 8.00pm  
(This performance is sponsored by the Sheffield branch of the Inland Waterways Association)
- \* Thu 28 The Blue Ball Inn, Blue Ball Lane, Soyland, Sowerby Bridge, 8.00pm
- \*\* Fri 29 Elland Working Men's Club, Rosbery St, 8.00pm
- \*\* Sat 30 Padiham Town Hall, Burnley Rd, Padiham, Lancashire, 8.00pm

**December**

- \* Sun 1 The Farrars Arms, Oldham Rd, Grasscroft, Saddleworth, 8.00pm
- \*\*\* Tue 3 The Barge and Barrel, Park Rd, Elland, 8.00pm
- \*\* Wed 4 The Royal Oak, Manchester Rd, Linthwaite, Nr Huddersfield, 8.00pm
- \*\*\* Thu 5 The Rose and Crown, Rochdale Rd, Greetland, Nr Halifax, 8.00pm
- \*\*\* Fri 6 The Royal Oak, Huddersfield Rd, Thongsbridge, Holmfirth, 8.00pm
- \* Sat 7 The Railway, 24 Lees Rd, Oldham, 8.00pm



- \*\*\* Sun 8 The Triangle Inn, Triangle, Sowerby Bridge, 8.00pm  
\*\* Tue 10 The Woodman, Todmorden Rd, Hebden Bridge, 8.00pm  
\*\*\* Wed 11 The Grey Horse, 213 Halifax Rd, Birchencliffe, Huddersfield,  
8.00pm  
\* Thu 12 The Red Lion, Sheffield Rd, Jackson Bridge, Nr Huddersfield,  
8.00pm  
\*\* Fri 13 The Rose and Crown, Market St, Stalybridge, 8.00pm  
(This performance is sponsored by the Huddersfield Canal Society)  
\* Sat 14 The Railway, Station Rd, Marsden, Nr Huddersfield, 8.00 pm

### The Three Shows are:

\* **“Manchester-Super-Mare”**

The dramatic history of the Manchester Ship Canal, its construction, its effect on the city of Manchester and its threatened future in this age of motorways and giant container ships. Our story of the “Big Ditch” follows the future of Manchester’s short cut to the sea. Imagine, Manchester — a seaside resort!

\*\* **“Just the Job”**

Welcome aboard for the holiday of a lifetime! Our new production this year tells of the adventures of a family on their first canal holiday. We examine the so-called “Leisure revolution” and the social effects upon families.

\*\*\* **“The British Amazon”**

The amazing true story of Mary Anne Talbot who during her thirty years of life in the late eighteenth century was a drummer-“boy”, cabin-“boy”, powder-monkey and actress and had many exciting adventures.

**PENNINE LINK**  
**Press Date**  
**1st December 1985**

### Solution to Crossword No.26

ACROSS:

1. Pleasure trips; 8. Dogma; 9. Towline;  
10. Leggers; 12. Aches; 13. Sad; 14.  
Cloth; 15. Car; 17. Miser; 19. Embarks;  
21. Miracle; 23. Rabbi; 24. Commercial  
use.

DOWN:

1. Paddles; 2. Engaged; 3. Shape; 4.  
Rot; 5. Towpath; 6. Irish; 7. Stews; 11.  
Scope; 14. Coracle; 15. Caribou; 16.  
Respite; 17. Mimic; 18. Strum; 20.  
Barra; 22. Etc.

Well doesn't it always rain?





*Photos by David Wakefield*

## HCS's Good/Bad/Indifferent Food Guide

### 1. Victoriana Tea Rooms

For the first of this series, dear Reader, it occurred to me that as our beloved canal is itself such a splendid and enduring symbol of the Victorian age, it would be most fitting if I took my gentle Reader by the hand and led him over the portals of the Victoriana Tea Rooms at Uppermill.

In fact, dear Reader, the Tea Rooms are an exceedingly fake reproduction. If you've been for a trip on Benji you can't have failed to notice them in the main street, just round the corner from where our dear Harold plies his trade.

Their decor is Victorian enough, with a requisite excess of lacy tablecloths, doilies, some hideous lithographs of the dear Queen, potted plants, and rickety wooden tables. But underneath its a modern English family cafe, serving hamburgers, snacks on toast, tea and sandwiches. The best thing about it is

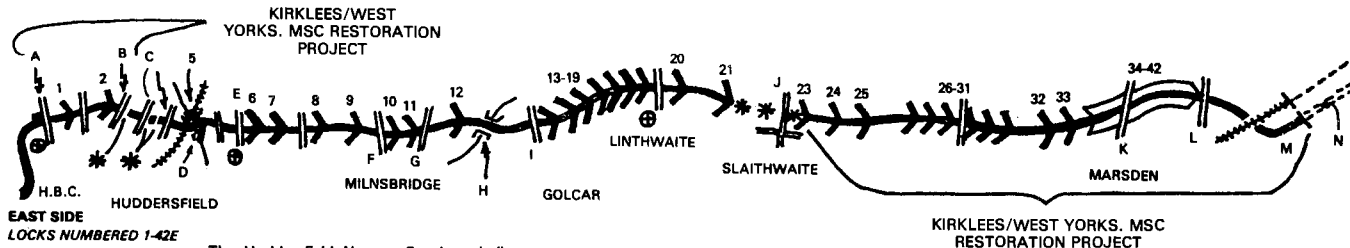
*Where to eat and drink near to the Huddersfield Narrow Canal.*

the prices which are very reasonable — most dishes are well under £1, and there's a daily "special" for about £1.50. The day I visited it was Lasagne with chips and peas. It does do cakes and teacakes and a set tea but they aren't quite the grandiose Victorian productions one might hope for. The cakes for instance are not baked on the premises but the creation of a certain Mr Kipling.

It gets very crowded at weekends and is very popular. Despite this the service is surprisingly quick and friendly, children are welcomed.

Conclusion: very good value for modest quality food; a good place to take a hungry family, especially if the kids are at the stage where they'll only eat beefburgers, baked beans and red jelly, but not the place for an exciting or essentially Victorian gastronomic experience.

FELICITY TIPPLE



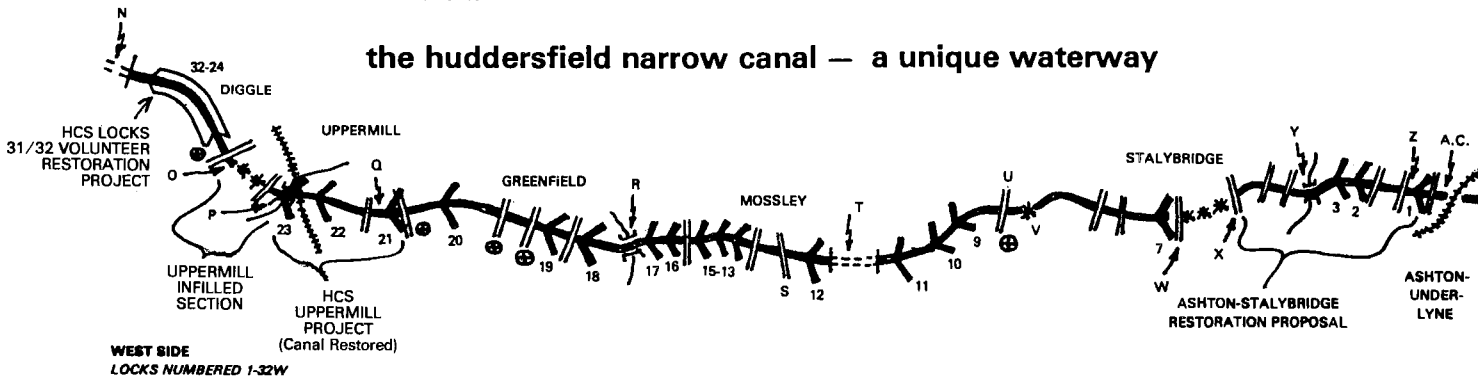
The Huddersfield Narrow Canal — built 1793—1811. Engineer: B. Outram. Closed: 1944. Last recorded passage across Summit: 1948. Restoration began 1981. Length: 19 7/8 miles. Summit pound: 645 ft. above sea level through Standedge Tunnel — 3 miles 418 yards long.

- H.B.C..... Huddersfield Broad Canal
- A.C..... Ashton Canal
- A..... Wakefield Road
- B..... Queen Street South
- C..... Manchester Road
- D..... Paddock Foot Aqueduct
- E..... Stoney Battery
- F..... Market Street

- G..... Morley Lane
- H..... Golcar Aqueduct
- I..... Golcar Swing Bridge
- J..... Britannia Road
- K..... Warehouse Hill
- L..... Station Road
- M..... Tunnel End Cottages
- N..... Standedge Tunnel
- O..... Wool Road Warehouse and Brownhill Visitor Centre
- P..... Saddleworth Aqueduct (old Sag)
- Q..... Uppermill Museum

- R..... Royal George Aqueduct
- S..... Egmont Street
- T..... Scout Tunnel
- U..... Grove Road
- V..... Hartshead Power Station
- W..... Mottram Road
- X..... Bayley Street
- Y..... Stalybridge Aqueduct
- Z..... Whitelands "Tunnel"
- \*..... Infilled sections
- +..... Culverted or lowered bridges

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

I/We wish to join the Huddersfield Canal Society.

Name/s .....

Address .....

.....

.....

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

Occupation .....

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

I heard about the Society from .....

### MEMBERSHIP RATES

Family Membership £3.50. Junior (under 18) £1.00

Associate £5.00 (voluntary societies)

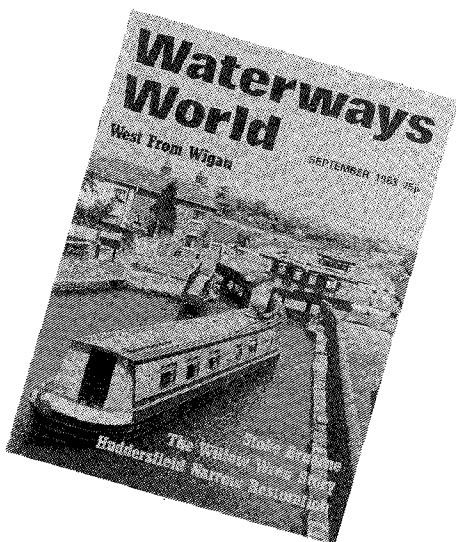
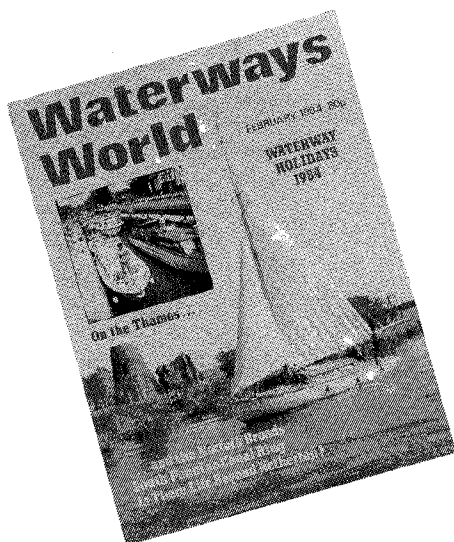
Corporate £10.00 (minimum) Life £50.00

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



*Until the Huddersfield Narrow's open again let*  
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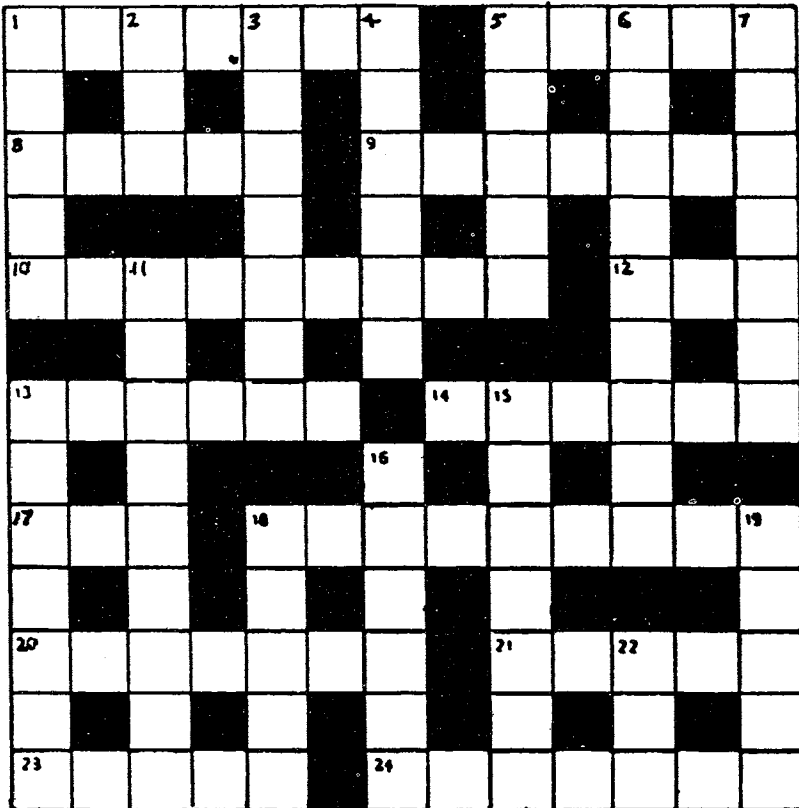


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**Waterways World** - *Your monthly  
towpath telegraph*





CLUES ACROSS

- 1. Deck channel (7)
- 5. About a city (5)
- 8. Respond (5)
- 9. A possession (7)
- 10. Hardly canal craft (9)
- 12. Sheltered side (3)
- 13. Spread out (6)
- 14. It grows away (6)
- 17. By means of (3)
- 18. Stunned (9)
- 20. Look-out (7)
- 21. Move without power (5)
- 23. Goes up (5)
- 24. Leave helpless(7)

CLUES DOWN

- 1. 'Prop' (5)
- 2. The states (3)
- 3. Model (7)
- 4. Calculate (6)
- 5. Boat (5)
- 6. Stimulated (9)
- 7. Canal drain maybe (7)
- 11. Instruments (9)
- 13. Authorize (7)
- 15. Sink (7)
- 16. Supplies (6)
- 18. Pains (5)
- 19. Calendar gen (5)
- 22. The local (3)

Kindly sent in by Mr J. Crosland

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'I've Been On Stan' badges	<b>30p</b>	<b>S.A.E.</b>
Pennine Link	<b>25p + 2nd class postage</b>	
Tunnel End postcards	<b>10 for £1.00 inc. p&amp;p</b>	
HCS Ties — Maroon, Brown	<b>£2.95</b>	<b>25p p&amp;p</b>
HCS Badges	<b>20p &amp; 2nd class stamp</b>	
HCS Pens — Blue or Black	<b>25p</b>	<b>15p p&amp;p</b>
Write on/wipe off reminder board with Tunnel End picture	<b>75p</b>	<b>15p p&amp;p</b>
Motor Boat 'lan' (cut-out model)	<b>75p</b>	<b>15p p&amp;p</b>

**BOOKS AND MAPS**

Ladybird Book of Canals	<b>50p</b>	<b>15p p&amp;p</b>
The Ashton Canal	<b>90p</b>	<b>15p p&amp;p</b>
Huddersfield Canals Towpath Guide	<b>Reduced to £1.50</b>	<b>40p p&amp;p</b>
Peak Forest Canal (illustrated guide)	<b>£1.00</b>	<b>20p p&amp;p</b>

Huddersfield Narrow (IWA) Christmas Cards                      pack 10 **£1.60**    **25p p&p**

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**Deeds of Covenant**

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

**SUE BRADBURY**, Treasurer

**Tunnel End  
Canal &  
Countryside  
Centre**



**NEW WINTER OPENING TIMES**  
 Monday — Closed, Tuesday — 2pm-4pm  
 Wed-Fri 11am-1pm, 2pm-4pm  
 Sat & Sun 11am-4.30pm  
 Closed Mon. 23rd Dec, Re-opens Tues. 31st Dec.  
 For details of Activities etc.  
 Tel: Huddersfield 846062

**PROGRAMME OF EVENTS**

**November – Exhibition of Coopers**

- 9th Ramble around Marsden, Tel: 846062 for more details.
- 16th China Painting demonstration by Mrs Greig from Linthwaite.
- 21st 7.30pm evening talk on Cake Decorating — icing techniques by Paul Brown of F. Dyson & Son, Crosland Moor, e.g. flat icing, borders, and run-out icing.
- 24th Pathfinder Day at Tunnel End.

**December – Exhibition of Domestic Equipment**

- 7th Tree Planting Day by the Colne Valley Tree Society.
- 12th 7.30pm Evening Tamarie and Crackerkraft demonstration.
- 25th Buckstones Views. 5½ mile walk starting from Tunnel End at 1pm.

**January – Exhibition of Leatherwork**

- 12th A Bird-Box Building Day. Details to be finalised. Phone cottages for details.
- 23rd 7.30pm evening talk by Liz Pridmore of S.C.O.S.P.A.

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We are pleased to welcome the following new members:

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- 1389 Roger True,
- 1390 Mark O'Hara,
- 1391 F. Dixon,
- 1392 Edward & Sylvia Womersley,
  
- 1393 C. R. Bailey,
- 1394 Robin Fearn,
- 1395 Diane Shore,
- 1396 N. R. Roche,
- 1397 Ashley Fieldsend,
- 1398 Martyn Hollingworth,
- 1399 Paul Waddington,
- 1400 John Facer-Smith,
- 1401 Anthony Ellison,
- 1402 James Ellis,
- 1403 Jan & Geoff Ellis,
- 1404 Beryl Muncey,
- 1405 David & Barbara Tate,
- 1406 Stuart Wilson,
- 1407 Linda Edwards,
- 1408 David Thornley,
- 1409 Geoffrey Andrew,

VAL DEWEY, Membership Secretary

## 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.

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**"The Boater's Hire Base"**

- 7th Nov. 8.00pm Dave Irving, illustrated talk on 'Round Britain's Waterways' and slide quiz at the Pack Horse, Slaithwaite, Huddersfield.
- 9/10th Nov. Canal clean-up. Contact Dave Finnis at Tunnel End Cottages on Huddersfield 846061.
- 1st Dec. Pennine Link Press Date.
- 5th Dec. 8.00pm Tony Lockwood 'Tupperware boat on the cut' at Olive Branch, Manchester Road, Marsden.
- 7th Dec. HCS Christmas Feast at Tunnel End Cottages, Tel: Hudds 846061 or Felicity Tipple on Glossop 62705 for tickets.
- 11th Dec. 8.00pm Social Meeting at the Diggle Hotel, Diggle.
- 2nd Jan. 8.00pm Social Meeting at the Railway, Marsden.
- 8th Jan. 8.00pm Social Meeting at the Farrars Arms, Grasscroft, Oldham.
- 6th Feb. 8.00pm Ian Preston — the Project Engineer on the Marsden-Slaithwaite Restoration Scheme to give a talk at the Royal Oak, Linthwaite, Huddersfield.
- 12th Feb. 8.00pm Social Meeting at the Tollemache Arms, Manchester Road, Mossley.

**Working Parties**

2 day working parties are usually the first and third weekends of each month. Tel: Trevor Ellis on Hudds 34666.

N.B. The December working parties are Nov. 30th/1st Dec. and 14th/15th Dec.

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

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