



i Marsden Library and Information Centre
 Marsden Mechanics Hall
 Peel Street
 Marsden
 HD7 6BW



Email- marsden.walkersarewelcome@yahoo.co.uk
 Web- www.marsdenwalkersarewelcome.talktalk.net

All walks start and finish at:
 Platform 3
 Marsden Railway Station
 Station Road
 Marsden
 HD7 6AX



The weather in Marsden can be cold and unpredictable on high ground even in summer.

Wear suitable clothing and footwear, and take **OL21 OS** map.

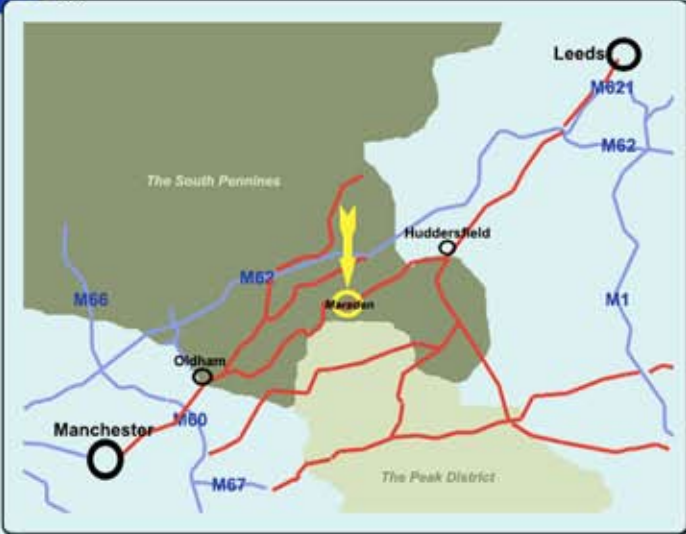
The route is along public rights of way. Report problems to- highways.ross@kirklees.gov.uk

This leaflet has been produced with the help of the Marsden History Group.
 Visit- www.marsdenhistory.co.uk

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 The Cuckoos Nest
 38/40a Peel Street
 Marsden
 HD7 6BW

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Full historical notes available from our website.



Marsden Walkers Are Welcome



Intake Head

A 4 mile/ 6.4 Km walk with some short steep ascents and descents. It explores the outer fringes of Marsden on its west and south, visiting Tunnel End and Butterley Reservoirs with good views over the village from the edge of the moors.

Important information for visitors

Country Code Note

- Take your litter home.
- Close gates behind you.
- Keep dogs under close control at ALL times.

Intake Head Walk and Historical Notes Length 4 miles 6.4 km (Page 2)

From the Railway Station walk along the canal towpath westwards for half a mile towards the Tunnel End.

The glory days of Marsden Railway Station are gone. It previously had canopies over the platforms; a railway ticket office standing on stilts over the railway, with access from the road bridge, was demolished in 1966.

Your path takes you along a landscape much altered by the creation of the Huddersfield Narrow Canal (which reached Marsden from Huddersfield in 1804 and Ashton via the Standedge Tunnel in 1811) and of the railway (first line/tunnel opened in 1849; second tunnel/line completed in 1870 and opened in 1871; two additional lines with double railway tunnel completed in 1894). The woodland area to your left and the heathery slope to your right were created from their excavation spoil.

A Arrive at the Tunnel End and Standedge Visitors Centre.

As you pass under the first railway bridge, notice where projecting stones in the wall to your left have been eroded into lines by the towropes of horse-drawn canal barges.

Notice the fine stone warehouse across the canal, now the Standedge Centre. In 1835 Joseph Dowse, owner of the corn mill at Hey Green further up the valley, advertised space to let in the newly constructed warehouse, complete with "wharf and crane". No doubt the Dowses, who owned boats, used the canal to ship grain to and flour from their mill. Between 1849 and 1854 the warehouse was extended to accommodate a railway siding which reached it from the Marsden direction. By 1885 it had passed into the hands of Walsh Brothers, Manufacturing Chemists, and was used as a "Magnesia" warehouse, possibly to store magnesia (magnesium oxide) and perhaps to manufacture Milk of Magnesia. It later became a canal store for the LNWR, whose predecessor was the Huddersfield and Manchester Railway and Canal Company. In 2001 the warehouse was converted into the present Standedge Visitor Centre.

From the canal bridge you have a good view of the canal tunnel entering the hillside. If you have time, drop into the Visitor Centre to learn more about the Huddersfield Narrow Canal and the Standedge Tunnel.

Notice the large embankment behind the Tunnel End cottages, strengthened in the late 20th century. Behind it is Tunnel End Reservoir, constructed on the river Colne to supply water to the canal. The river is led from the reservoir over the tunnel entrance, in an aqueduct and stepped spillway. On 20th September 1946, after heavy rain, a boulder 5ft in diameter was swept down the spillway and breached the wall. The water swept away the earth under the railway tracks, leaving them dangling in the air; fortunately an express train had just passed through. It took four weeks to bring the south line back into use.

Take the path opposite which leads up a grassy bank to a road.

OR walk through the car park up to the Tunnel End pub and turn sharp left along a road keeping a row of cottages on your right.

Just before the pub, notice the row of cottages on the left with an 1845 date. They housed railway workers, and were locally known as Teapot Row – the story is that the women used to make tea for the railway navvies. The pub, formerly known as the Junction Hotel, had come into existence by 1861.

B The road soon divides, take the left fork, continue up to the main road (A62 Manchester road).

When you reach Manchester Road, pause to look back over the wall at Tunnel End. You can clearly see the layout of the canal and railway tracks as they enter their tunnels, and how the river Colne, emerging from Tunnel End Reservoir, crosses the canal and railway in an aqueduct before continuing in a deep cutting to Marsden.

Turn right for about 50m then cross the road to a sunken track.

Continue up the track towards Intake Head Farm.

The upper section of this track runs along the edge of unenclosed moorland. Pule Hill had three moorland "pastures", formerly divided by stone walls. These were Firth Pule (the northern section of the hill), Pule Holes (the western section), and Pule Bents (the rest).

Intake Head Walk Historical Notes Length 4 miles 6.4 km (Page 3)

Grazing was allocated by a system of "Beast Gates"; for example a farm owning one Beast Gate on Binn Moor in the latter half of the nineteenth century could graze two head of cattle on this pasture. The number of cattle allowed per Beast Gate might vary from time to time depending on the condition of the grass.

Intake Head Farm, built early to mid 18th century, and the cottages below it built a century later, are listed buildings. Intake Head is the 1826 birthplace of Samuel Laycock, Lancashire dialect poet. The son of John Laycock, weaver, and grandson of Abraham Laycock, farmer of Ashton Binn, Marsden, he attended the school of Rev. Jonathan Bond of Buckley Hill Independent Chapel, but at the age of 9 he was sent to work full-time in Robert Bower's mill. The family moved to Stalybridge when he was 11. He recalled, in his poem Marsden, "thy lovely hills, thy running brooks and murmuring rills".

C Shortly before the buildings go through a gate on your right, follow the worn path a short way up the hill and then bear left behind the farm. Cross two boardwalks and back down to a stile over the wall on the far side of the buildings. Drop down as far as a wall then turn right over another series of boardwalks. After 120m turn left when you reach the wall and stream ahead. Approaching the wooded valley find a step-through gap in the wall to your right, which leads you to two short bridges over the streams and to another stile into the fields.

As you enter the field look to your right to see New Hey Farm just above you and Hades Farm higher up again. Between 1970 and 1972 Hades was a YHA Youth Hostel, owned and run by Fred and Pamela Jones, whose son Michael "provided the services of a guide across the Moors for the uninitiated". There was an earlier Youth Hostel at Hopwood Farm (1932-1944), and a later one at the former Co-op at 1 Binn Road (1974-1983).

D Cross three more stiles with the wall on your left until you reach a gate and a path down the hillside between the young plantation and a wall.

E About half way down this plantation turn right over a stile signposted to Old Mount Road and follow a path across the fields.

F Where the wall turns left keep right, eventually dropping down to a stream. At the stream, turn right, then immediately left through a gate in the wall and walk up to a High Gate Farm above with the wall on your left.

Look back to the top of Pule Hill where you will see a memorial cross, which is dedicated to the soldiers who served in WW2 with the Duke of Wellington's (West Riding) Regiment.

G Pass through a small metal gate and continue ahead close to the farmhouse wall on your left and on to a walled track.

Pause to admire High Gate Farm (also called Manor House) which is one of the oldest buildings in Marsden, with a date stone of 1616; the attached cottages and the barn are late 18th century. Note the hood-mouldings with decorative stops over the front windows. It is not known why it was called Manor House, since the Lord of the Manor of Marsden never resided in Marsden, but it is of interest that the farm was leased directly from the Manor until at least 1886, whereas most other land apart from moorland had been either sold off as freehold, or was held by copyhold lease, where tenants had the right to buy, sell and bequeath their land. It has been reported that John Wesley spent the night at the Manor House on 21 February 1746 on one of his preaching tours; however no documentary evidence of this has been found, and the first report of Wesleyan Methodist services in Marsden is in 1801. As you pass the end of the garden, look at the gate-post to your right, marked W.A.1671. This may be an old "waystone"; High Gate ("gate" being an old word for a road) formerly stood on what was possibly an old packhorse route out of Marsden, which predated the 18th century turnpike roads.

Continue along the path, which turns to the right towards Clark Hill Farm.

From the path there is a good view down to Marsden. Notice the line of Chain Road running up the opposite hillside; this is the route of the "First" Wakefield to Austerlands Turnpike road, built around 1759. Looking down, you see the magnificent Bank Bottom Mills, worked by the Crowther family since 1867; in 1936 this woollen mill contained 43 sets of carding machines and 680 looms. It closed in 2003.

Clark Hill is another very old settlement - note the Tudor arch with date stone marked IMH 1674, the "chamfered" mullioned windows and the drip-moulding over them with decorative stops.

Intake Head Walk Historical Notes
Length 4 miles 6.4 km (Page 4)

H Past the farm the track drops down to Old Mount Road.

Old Mount Road was constructed around 1759 as part of the "First" Wakefield and Austerlands Turnpike. Its bottom section near Marsden is very steep; coaches struggled to climb the hill, and a woman called Mary Firth, who resided at Green Top some yards up the road from where we are, subsisted for the last ten years of her life (she died in 1784 aged 111) on alms begged from coach passengers who waited while the horses rested.

Cross the road, turn right and after 25 metres join another track left down to Mount Road and towards Butterley Reservoir.

Pause when you reach Mount Road. This was constructed some time in the 1780s as part of the "Second" Turnpike; it runs on a gentler gradient than the "First" Turnpike to a point just below Bank Bottom Mills, where it crosses the Wessenden Brook. John Metcalfe, "Blind Jack of Knaresborough", was involved in building both the "First" and possibly this section of the "Second" Turnpike. To your right, the large building was formerly The Hare and Hounds inn; many inns sprung up on the turnpike roads.

I Cross Mount Road toward the reservoir passing a row of garages on your right then turn right through the gate. Follow the path curving left around the house.

In order to construct Butterley and Blakeley reservoirs, it was necessary to transport clay from Micklehurst in Saddleworth to form a water-proof core for the dams. A standard-gauge railway was constructed in 1895, running from Tunnel End around the north and west sides of Pule Hill. It passed behind the Hare and Hounds, and then turned to cross Mount Road to its terminus near where you are standing. Here the clay was "puddled", re-loaded onto a narrow-gauge railway, and taken to the dam sites. The railway was dismantled by 1907 and little trace of it can be seen today.

Then turn right through a gate on to a track which leads you along the reservoir embankment.

The construction of Butterley and Blakeley reservoirs at the beginning of the 20th century changed the entire landscape of the Wessenden valley. Look at the reservoir and imagine beneath it the Wessenden valley, its pastures and farms – several of which (Booth, Row and Hole Top) were demolished to make way for the reservoir. From half-way along the dam, look down the reservoir banking to your left and you will see cottages which stand on the site of Lower Bank Bottom Mill. This mill was built in 1801 by Messrs Whitehead of Well Lane, worked for nearly a century as a woollen mill, used as a store-house during reservoir construction and demolished finally in 1913. The site of Upper Bank Bottom Mill ("Th'Top Bonk") – another large early woollen mill – lies under your feet. In existence by 1801, it was demolished in 1891 so the dam could be built. Both mills took water-power from the Wessenden Brook and had mill dams.

J At the other side of the reservoir turn right along a broad track.

Pause a little way along to look across the reservoir at Butterley Clough which feeds it. Long before Butterley reservoir was built, there was a disaster when, early in the morning of 29th November 1810, Swelland Reservoir, high on the moor above, burst its banks. The "Black Flood" rushed down Butterley Clough, inundated the house of the miller at Bank Bottom and swept his wife out of the window to her death. The wife and four children of James Schofield also died when their cottage was flooded.

K After about 700m turn left up a path through a wooded area.

If before turning off you continue a little further along the track, you will find the "Still Life" sculpture by Joss Smith on the left. A Kirklees Way waymark, it brings together the themes of stone, water and cloth which historically defined the area.

Intake Head Walk Historical Notes
Length 4 miles 6.4 km (Page 5)

L At the top where the path turns left towards a house take a right hand fork across a stile and along a narrow walled path.

M Climb two more stiles and emerge on to a lane and turn left towards houses on your left. Continue down the road until it turns sharp left.

You are walking past the old farms of Binn; here the land slopes more gently between two escarpments, making it ideal for farming. As everywhere in Marsden, domestic cloth production was combined with small-holding. The first house you meet, Binn Lodge, is rather fine and was the 19th century home of the Halls, woollen manufacturers and merchants who appear to have operated independently while the larger mills were growing. The 1863-1881 minute-book of the owners of Beast Gates on Binn Moor Pasture (the moorland pasture which lies immediately above) shows how important to the inhabitants was the summer grazing on the moor for their few cattle. Further on are Binn Lodge farm and barn, Well Close, Spring Hall, and at the road junction, Well Lane Head; all of these buildings date from the late 18th century, but Binn as a settlement dates from 1691 or earlier.

From the road, you have a good view across to Pule Hill. Notice the quarries on the skyline; it is thought that the Roman road from Chester to York ran from south-west to north-east approximately through this point.

N At the sharp bend turn right towards Peters Farm and keep straight on through a farm yard, past the buildings and through a field gate and on to a grassy track.

O The grassy track descends towards the derelict remains of Binn House. Soon between two of the derelict buildings turn left down a path and over a stile to join a track at Ox House. Turn left down the track and at the end turn right onto Binn Road.

The farm is Peters, built in the late 18th century, and still a working farm. As you walk down the path to Binn Road, notice the large house surrounded by trees to the left. This is Ing Lees, once the fine home of James Kirk, Marsden architect who supervised the building of St. Bartholomew's Church.

P Walk down Binn Road to the roundabout and go straight on. Fork left and pass under the A62 road ahead. Bear left to the bridge over the river, go straight on keeping the the church on the left. Cross a second bridge over the river and turn left up the hill returning to Marsden Railway Station.

As you walk down Binn Road, notice the streets of stone terraced housing, built to house mill workers. Also notice, on a corner on the left, the former Equitable Co-operative Society building, which became a Youth Hostel from 1974-1983.

At the bottom of the hill, notice the entrance to Bank Bottom Mills on your left. To its left is a lane, and if you wish you make a short diversion along it, for a closer view of the mill buildings. Around here stood the former Ottiwells Mill, owned from 1805 or earlier by William Horsfall. He installed shearing frames to finish woollen cloth; the Yorkshire Luddites in 1812 were bent on destroying these frames, which were putting hand-croppers out of work. William Horsfall fortified his mill, which was also defended by the militia, and proclaimed that he "would ride up to his saddle girth in Luddites blood". On 28th April, he was shot dead in an ambush at Crosland Moor as he rode from Huddersfield to Marsden; three Luddite men were hanged for the murder after the trial at York in January 1813 which marked the end of the uprising. Ottiwells Mill passed into the hands of William Kinder, and was eventually demolished.

As you reach the roundabout, note the route of the Second Turnpike, which ran along Mount Road to your left and Carrs Road to your right, thus bypassing the centre of Marsden. On the opposite side of Carrs Road you can see the former Old New Inn, which closed as a pub in 2010; originally the New Inn when it was built on the Second Turnpike, it became the "Old New Inn" when another New Inn was built on the Third Turnpike, the A62. Opposite it, there formerly stood the large iron foundry and boiler works built by the Taylor family. Enoch Taylor and his brother James were originally blacksmiths who held a licence to manufacture the cropping frames hated by the Luddites. The foundry later became a rag mill operated by Crowthers, and was demolished to make way for modern housing. The Taylor family grave stands in the yard of Marsden Old Church by Town Gate.

Over the wall to your left is a millpond. This existed as early as 1801, to serve an old woollen mill which stood on its opposite bank, and was called Kiln Croft Mill in 1852. Later mills on this site, Fall Lane Mills, were demolished by fire in 1984.