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**DOUBLE**

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**NINE**

*The Pocklington Canal*

*Amenity Society*

*March 69*

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## *Cill Silt.....*

The object of this magazine is to keep you the member in touch with the progress being made to redevelop your canal and most vital to tell you how YOU can help with the campaign. For if we are to Succeed everyone will have to play their own part to the fullest possible extent.

This number is an introductory edition and is being sent to many people who are not yet members but whom we hope will join us.

Will YOU? .... There's a membership form included with this copy.

We want to reopen our canal so it is to this end that most of our funds must be directed. However as far as our budget will allow we want "Double Nine" to be interesting as well as informative, so if you have any views on anything, any cuttings, or articles send them in because they all help make a lively magazine.

Don't forget that membership form send it off now.

# THE CANAL

The Pocklington Canal passes through pleasant unspoilt countryside from the tidal River Derwent at East Cottingwith, to terminate on the outskirts of Pocklington. It has easy access from the industrial West Riding, from York, and from the developing Humberside region.

It is a broad canal,  $9\frac{1}{2}$  miles long, rising gently from the tidal Derwent to approximately the 70ft contour at Pocklington. It has 9 locks, 57' long x 14'3" wide, a navigational depth of 4'6", eight accomodation swing bridges and 4 public road bridges with a headroom of 9ft.

There are also two short arms, one to Melbourne and one to Bielby. The canal draws its water supply from the Pocklington Beck at Canal Head and a further intake is situated at the tail of Thornton Lock. The towpath remains on the northern side throughout the navigation. The amenity value of the canal at the present time is severely restricted but sympathetically developed it could provide excellent facilities for a wide variety of recreational, educational and general open air pursuits.

# THE SOCIETY

The decision to form our Society was taken after two meetings of local people interested in the future of the canal and keen to take practical action to develop the waterway as an attractive amenity.

Since we started in January this year quite a considerable amount of work has been done. An Interim Report on the canal has been submitted to the Inland Waterways Amenity Advisory Council; contact has been established with the British Waterways Board and we have offered volunteer labour to tidy up part of the waterway. Our Committee are working on a detailed and realistic scheme for the future of the waterway for submission to the IWAAC later this year.

## *Public Meeting ... APRIL 24th.*

A Public Meeting has been arranged for April 24th in the Roman Catholic Church Hall, Percy Road, Pocklington. It will start at 7.30pm and there will be a chance to ask all those questions you've got and to see some very interesting waterways films. So see you there - bring all your friends along because this is an ideal chance to get new members and we have plenty of membership forms.

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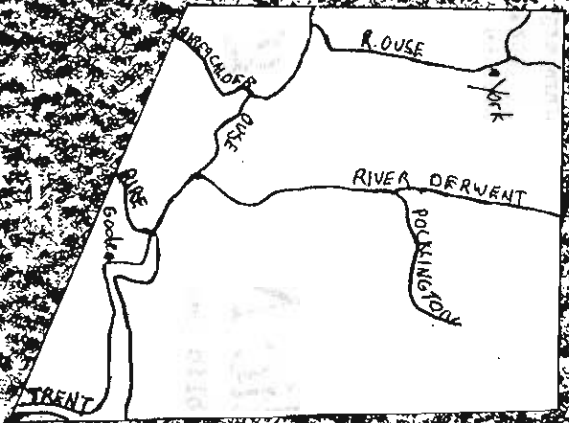
# THE ROCKLI

Storwood lock (2)

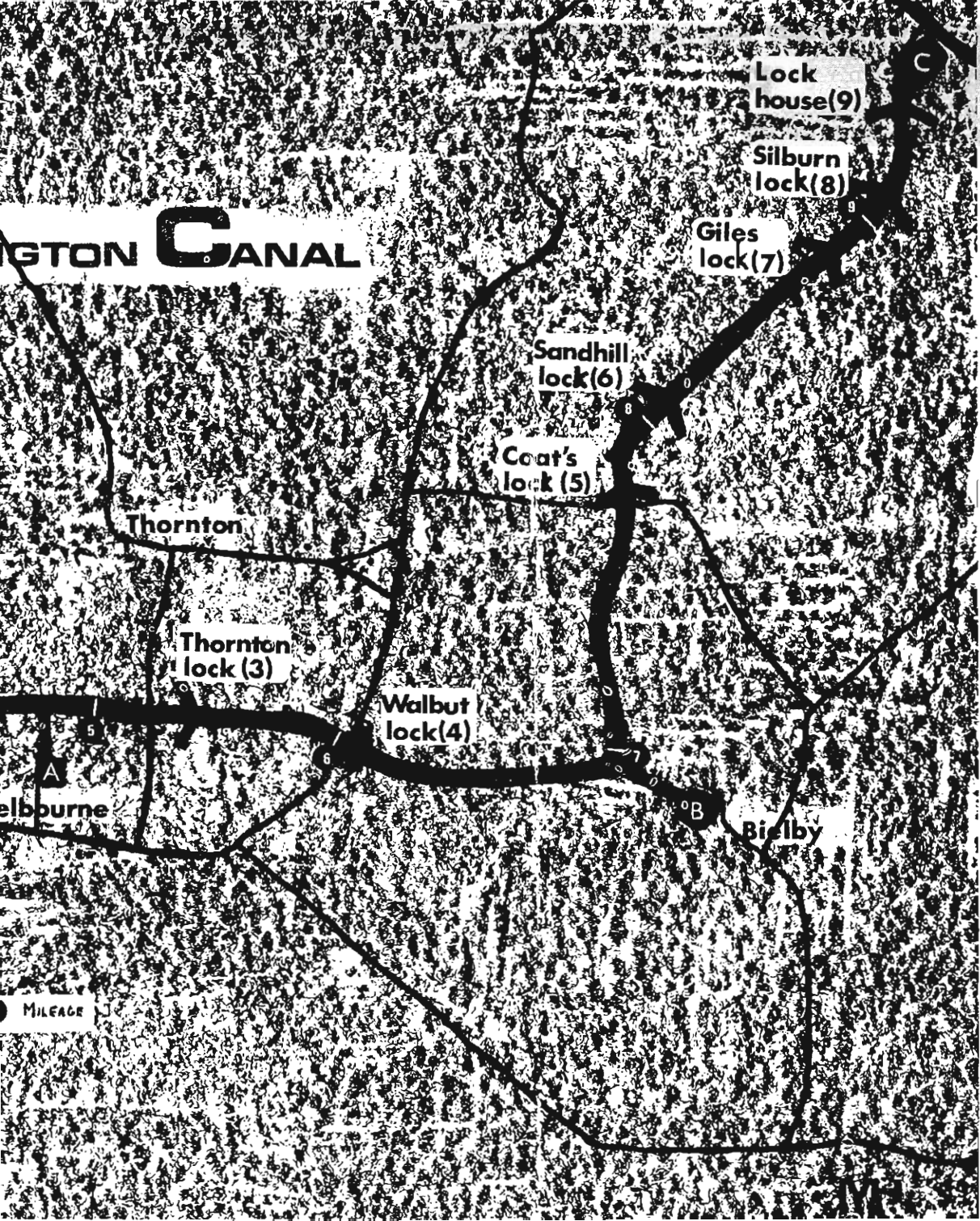
Storwood

Bottom lock (1)

Cottingsh



# INGTON CANAL



Lock house(9)

Silburn lock(8)

Giles lock(7)

Sandhill lock(6)

Coat's lock (5)

Thornton

Thornton lock (3)

Walbut lock(4)

Silburn

Birby

MILEAGE

# POTTED POCKLINGTON.

The history of our canal makes sad reading, for after a great beginning it has been economically strangled for its last 120 years. The construction of the canal was started in 1815 following the granting of the Act of Parliament, the whole enterprise was in the capable hands of a local man George Leather who gained from this canal the reputation of being the only engineer to produce a canal for less than the estimate. For 32 years it enjoyed great prosperity, with coal, lime, building materials, and manufactured goods being brought in and agricultural produce mainly corn, being sent to other parts of the country.

However in 1847 it was purchased along with the Hull and Leven by the N.E. Railway who increased the tolls and reduced the maintenance standards with the results that by 1890 the traffic was very small and that by 1906 the upper reaches were becoming derelict. After the 1st World War the silting grew worse and the last recorded use was in 1937. During the early 30's a local man was still operating a coal barge and the LNER tired of paying his demurrage claims because of delays, bought him a lorry on the condition that he abandoned his boat!

The canal continued to deteriorate and with most others it was nationalised in 1947 and came under the control of the British Transport Commission. In 1959 negotiations were started with the Sheffield Corporation for its infilling with "harmless inoffensive used sludge". This was to be done in 300 yard spits taking 30 years over the whole project. Following a very vigorous campaign by both The Inland Waterways Association and The York Angling Association it was saved. A second effort was made to dispose of the canal this time in 1960; the Inland Waterways Redevelopment Committee suggested that it should be offered to the Yorkshire Ouse River Board together with the sum of £6000, this however did not take place. At a later date another scheme was suggested by a local farmer that it should be turned into a natural reservoir, the plans included provision for its use for boating and angling, but once again nothing concrete came of it. In 1961 it was selected for weedkiller trials and a 600 yard stretch was sprayed with Dowpon. The results showed Dowpon to be very effective and that it appeared to have no harmful effects on wildlife.

The latest development on the canal is of course the forming of this society which we all hope will lead to a new lease of life being granted. Let us hope that in the near future we will be able to announce that it is once more a thriving navigation and benefit to the locality.

# Extracts

"I have always thought that the canal had great possibilities and I am very glad that you have managed to assemble a group of interested people who are willing to take the trouble to improve it"

Paul Bryan, D.S.O., M.C., M.P.

☆☆☆

"I am very interested in the formation of your Society and would be willing to help in any way I could"

Alex Lyon, M.P.

☆☆☆

"As a member of the Inland Waterways Association I believe that everything possible must be done to preserve our canals"

Patrick Wall, M.C., V.R.D., M.P.

☆☆☆

## River Derwent \_\_\_\_\_

Part of the at present tidal portion of the river forms our link with the rest of the waterways system. By the early 1970's the proposed barrage, complete with lock, across the mouth of the Derwent will be a reality and we believe will lead to the Derwent becoming a popular amenity waterway.

## Be a Navy...

Sometime in the future of our canal we are going to need the efforts of volunteers. So why not find out about this working party lark? You can get in practice before we start on our canal with one of the many groups working all over the country. The best way to find out is to send for a copy of "NAVVIERS NOTEBOOK", from Graham Palmer, 4 Wentworth Court, Wentworth Avenue, Finchley, London N3. At 5/- per annum, this bi-monthly publication is excellent.

## Why **DOUBLE NINE** ??

A swift glance at the map on the centre pages will show that our canal is just over 9 miles long and has 9 locks. Hence the name of our magazine.

# PIT SENSE.

"They can be eyesores, but properly landscaped they can be transformed into attractive and valuable areas for water sport. We have always believed that more should be made available for general use, but local authorities are generally rather hostile, regarding them as temporary nuisances to be filled in as soon as economically possible, rather than as permanent, useful features."

Familiar ring to that last paragraph? In fact it is not concerned with canals but gravel pits! It was part of an editorial following a statement from the Director of the Sports Council encouraging local planning authorities to take account of the recreational needs in their planning control. He stressed that many pits had been virtually transformed into natural lakes suitable for sailing, angling, canoeing, or motor boats.

If our gravel pits are so vital, how vital must our canal network be?? P.S. Anyone fancy a weeks holiday cruise on a midland gravel pit?



## *Philosockical Phred*

Well hello there-and welcome or something. As I'm sure you know I'm known as Phred to my friends. I don't think that includes this bunch though, well, the back page I ask you. If it wasn't for the money I wouldn't have agreed, after all I am the only important contributor. Pah! Still I just want to say - now where have my notes gone - Ah here we are. Yes as I was saying -- Remember this is our canal, public property what, but we can't expect the British Waterways Board, with their present financial ties to return it to its rightful condition and develop it for amenity, unless we show them we want to use it.

The spring is upon us, so why not take a stroll along the towpath this weekend or better still why not get that old canoe or dinghy afloat again. Much better for you than that telly stuff.

Something you can do all the time is to tell people about our canal, our Society, and our aims. I do it all the time down at the club. Then get them to fill in a membership form right on the spot, don't let them take it away and forget about it!

We need members to be effective. Ah Major Blenkins.....