

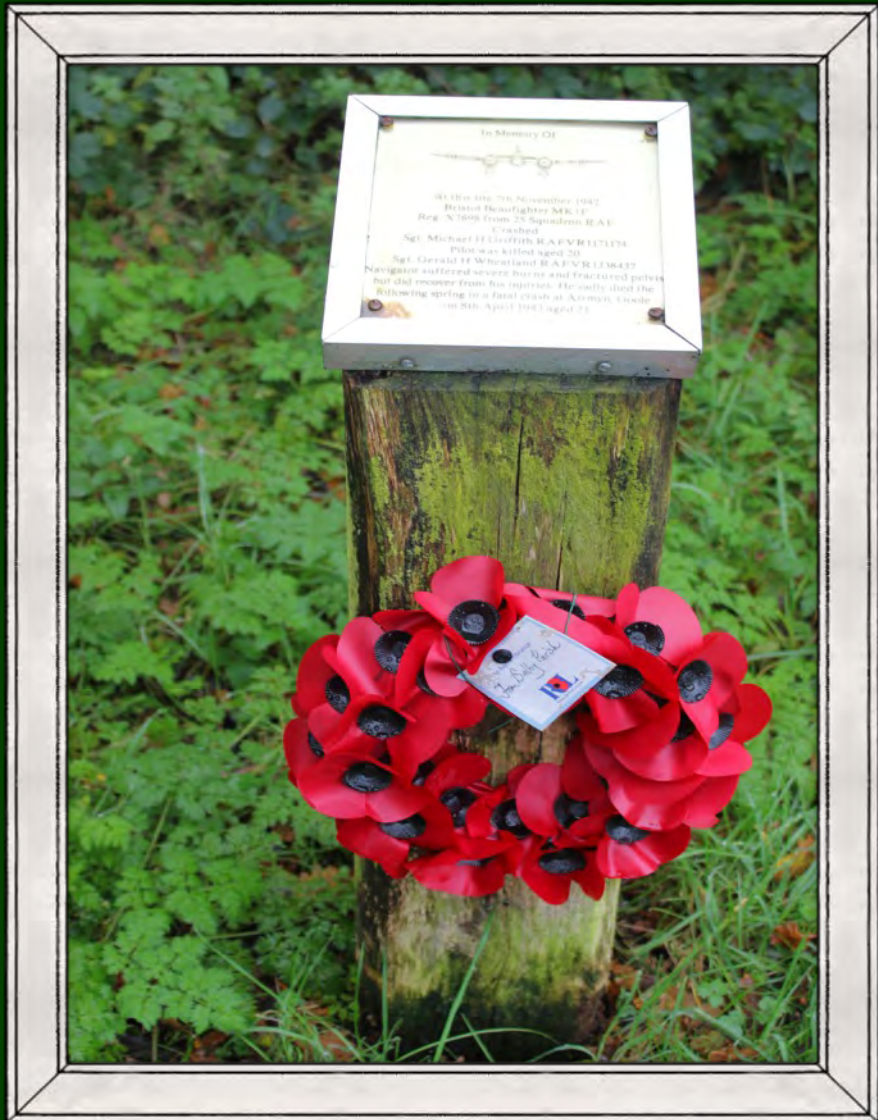
# DOUBLE NINE

THE POCKLINGTON CANAL AMENITY SOCIETY  
MAGAZINE



February 2024

Issue 130



## *Lest we forget*

The memorial beside the canal at Bielby is in memory of the crew of the Blenheim bomber that crashed into the canal 7th November 1942.

# Editorial

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Welcome to the February 2024 issue of your Double Nine!

2023 is a year that will be remembered for many things, but for me it is the progress to re-open another length of canal and to restore Coates Lock back into full use. After many decades, possibly up to a century, boats have been unable to pass through the lock and turn around in the winding hole. Even though the lock was restored in 2000, no boats have ever passed through it.!

The lower lock gates are showing signs of leakage, with the top gates now able to be opened. On the 29th August 2023, the Coates Lock restoration team managed to open them albeit slightly, for the first time in over 23 years. Exciting times indeed!

There is still time to reserve your place at the talk on the Yorkshire Air Museum presentation on the 15th March. Full details can be found in this magazine..

An event for your diary is the forthcoming AGM which will be held on the 17th April at Melbourne Village Hall at 7.30pm. It will be followed by a digital update on the Coates Lock Project.

Malcolm

*Front Cover:* Dredging taking place above Coates Lock on the 28th November  
*Image courtesy of Maldrone images*

*Rear Cover:* After both storm Debbie & Cieran had passed through, Thornton Lock's lower gates suddenly became a waterfall.

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**Copy Date June 2024 Issue**  
Closing date for articles etc for the June 2024 issue is the **7th May 2024**. **Submissions received after this date will be held over until the next available issue.**

Opinions expressed in this magazine is not necessarily those of the Pocklington Canal Amenity Society, its Chairman or Committee.

# Chairman's Column

I am pleased to be able to report on some real progress on the restoration of the Pocklington Canal. During November, the winding hole above Coates Lock, together with the short stretch of the canal between the lock and Coates Bridge, was dredged. In all, some 200 cubic metres of silt was removed, together with clumps of reeds and their roots. There is now a good depth of open water both above and below Coates Lock.

The work was undertaken by a Midlands firm, and employed a long reach excavator, which operated from the field to the east of the dredged area. The arisings were spread over the field as a soil enhancement. On completion of the dredging, the reed mats were transported away from the site for disposal elsewhere. It was necessary for our working party team to pick out stones, brick fragments and other solid materials that came out with the silt.

The works were nearly delayed because a badger sett was found close to the site, but it proved possible to work round this without causing any disturbance. The whole operation was completed in a week, and the material soon dried out, so in a month, the work was hardly noticeable.

We were fortunate that the East Riding of Yorkshire Council were willing to transfer Commuted Sum funding already allocated to the restoration of Sandhill Lock to this project. Consequently, we were able to make use of some part of that funding.

At the time of writing, our second project at Coates Lock is still in the planning stage, although we are hoping that it will go ahead in March. The Canal and River Trust has agreed to pay for the cost of installing fabric dams at the lock, so that adjustments can be made to the lower gates to cure the leakage that occurs there. The Society will be paying the other expenses such as scaffolding, pump hire etc.

If the work proves successful, boats will be able to navigate through Coates Lock this summer. It will be the first time that this will have happened for nearly 100 years.

The work at Coates Lock will be a collaborative effort between CRT and the Society. In this cooperation, we hope to demonstrate the Society's competence in carrying out restoration work, and thus avoid some of the restrictions that CRT have applied in the past.

It is my hope that once these works at Coates Lock are completed, the Society will be able to turn its attention, once again, to the restoration of

Sandhill Lock. Most readers will know that we had intended to start work at Sandhill Lock more than a year ago, but that the Canal and River Trust applied some conditions that we were unable to comply with, resulting in our decision to persue projects at Coates Lock instead.

Much of the work of planning the restoration of Sandhill Lock has already been done, so it should be possible to mobilise the project fairly quickly. However, we will have to revise our estimates for the cost of the project. Not only have costs in the construction sector risen very significantly in recent years, but it is likely that CRT will insist that we adopt methods of working and procedures that will be more expensive than we had originally envisaged. Consequently, I expect that another round of fundraising will be necessary. No doubt we will be able to report more fully on our plans for Sandhill Lock in the next edition of Double Nine.

Meanwhile, other aspects of the work of the Society continue. The extent of this work may not be apparent to all readers, so I will mention some of our main activities. Restoration of the Pocklington Canal to a navigable state is, of course, our main purpose; but we also encourage the use of the canal and its towpath for a variety of other leisure activities. Our working party members spend time every week undertaking maintenance work, as well as cutting the reeds that would otherwise choke the canal. Other volunteers man our tripboat, New Horizons, which is both a good fundraiser and a way of promoting interest in the canal. We also organise events and run the information centre at Canal Head. The production of Double Nine three times a year is another aspect of the Society's work.

I am grateful to all the members who help with the organisation of all these events and activities; and I know that much of their work goes unseen. I am also conscious that we need more helpers, and it would be nice to see some younger people coming forward to replace those of us whose youth is a distant memory, and who will inevitably have to retire at some point. Please do not be shy about putting your name (or someone else's name) forward.

Paul Waddington

### **Donations**

The Chairman & the PCAS Committee wish to thank all the people who have given donations to the Society.

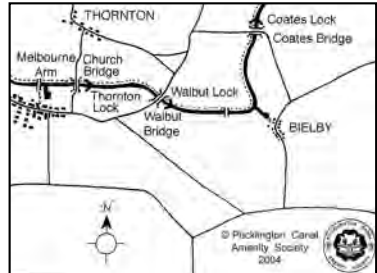
# Restoration update: Coates Lock & Winding Hole

There have been some exciting developments on the canal recently. Before we “dive in”, here is a little background..

The first “Aim” in the PCAS Constitution is to, “Promote the restoration of the canal to a navigational standard for the benefit of the local community and the general public, as an amenity that can be enjoyed by all”.

Between 1969 and 1987, PCAS oversaw the restoration of the canal between Cottingwith Lock and the Melbourne Arm. Work to locks further up the canal towards Pocklington, then took place but the canal itself could not be dredged. This was somewhat frustrating..

In the past few years, beginning around 2017, PCAS has restored both Thornton Lock & Walbut Lock and, with the assistance of the Canal & River Trust (CRT) and their Heritage Lottery Fund grant, has seen successful dredging of the canal between Melbourne Arm and Bielby Arm (see map). This means that the current navigable length of the canal is approximately 7½ miles. The stretch of canal from the Bielby Arm to Coates Bridge was dredged at the same time, but this further ¾ mile length could not be officially opened because boats were unable to turn around below or above Coates Lock, just beyond the bridge, Still with me?.



We turned our attention to the former “Winding Hole” (or turning circle) immediately above Coates Lock. The winding hole was probably last used around a century ago, give or take a decade, after the North Eastern Railway had taken over the ownership of the canal. Like many purchases involving railway companies at this time, the canal was subsequently run down as a competitive business. We discussed the need for dredging work with CRT and Natural England, who were both in favour of removing the reeds that had filled the canal at this point to improve water quality and to extend the navigation.

After receiving the “go ahead” we had the silt above and below Coates Lock tested for numerous chemicals, heavy metals and anything unpleasant that would stop the project in its tracks. The owner of the field next to the winding hole very kindly gave us permission to spread the 250 cubic metres of silt that

we calculated would come out of the canal. All was well, so we went out to tender for the removal of the silt and, in due course, the work was planned to begin in November or December 2023. When something is complex, detailed planning is obviously vital. Despite this, unforeseen problems can sometimes arise.

We had a real scare when a protected species was found to be living rather close to the planned position of the dredging machine but, after consulting with experts, this was overcome as long as work took place by the end of November and no longer. If we couldn't complete the work by then, we could not proceed and the project would have to be put back until the following year..

The dredging firm and the operator were on site on Monday 27th November and work began. Horrendous driving rain made viewing the work unpleasant but it was not going to stop us watching the first huge "buckets" of silt expertly being manoeuvred in a huge arc via the 25m reach of the digger arm. By the end of the first day, it soon became obvious that the dredging work would be completed on time and by Thursday of that week, it was.

With the very welcome assistance of CRT, the next step to re-open the canal to Coates Lock and above, is to de-water Coates Lock in order to discover exactly why the lower gates are not working as well as they should.

Watch this space.

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## Spot the Boat?

*Some boats have ventured to Coates Lock in the past, although the passage to the lock is not easy, resulting a near ¾ mile journey astern (in reverse) back to the Bielby Arm in order to turn.*



# The Dredging

Some Images from the November 2023 dredging at Coates Lock



With a 25 metre reach the excavator had little trouble clearing out the winding hole.



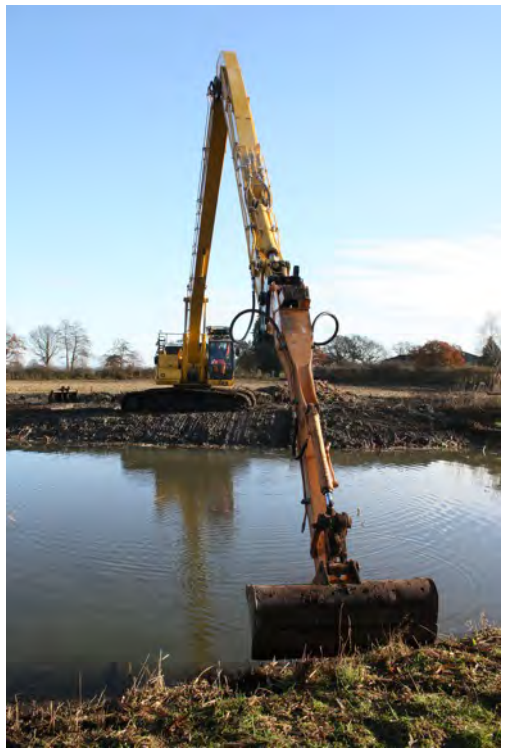
With the extension fitted to the dipper arm, the machine reaches across the winding hole.



The first task was to remove the overgrowth, using a special weed cutting bucket.



Clearing the section above Coates Bridge.



Reaching across to the other bank.





Above: The view below the lower gates at Coates Lock, taken on the 27th April 2003



Above:: The same view on the 11th January 2024.



Above: The winding hole, taken on the 27th August 2023.



Above: The now visible winding hole at Coates Lock photographed on the 11th January 2024.



Above: The silt from the lock was spread thinly in the adjacent field.



Above: PCAS working party members walked over the field to remove any bricks and associated debris.

# Coates Dredging The Statistics

## **Areas Dredged**

- Winding hole/passing place above the lock including full width of canal from bank to bank.

- full width from bank to bank below lock as far as Coates Bridge

Note: The channel from Bielby to Coates Bridge was dredged in 2017 as part of the Canal and River Trust's Heritage Lottery Fund project. This leaves the short section underneath Coates Bridge to be dredged to allow the extent of navigation to be extended up to the turning place (winding hole) above Coates Lock. Plans are in hand to repair the lower gates of Coates Lock this spring.

## **Depth of silt removed**

Dredging depths below water level were dredged up to 2.0m.

The thickness of silt removed varied between 0.1m to 1.5m.

## **Volume of silt excavated**

Channel above the lock and winding hole - 215cum.

Channel below the lock - 50cum.

## **Silt Spreading on the Field**

Depth spread on field - 50mm (2 inch).

Approximate area covered ( by pacing) - 90m x 48m = 4.300 sq.m.

## **Materials removed from site**

Reeds, weeds and roots.

Bricks and other debris.

Field walked by PCAS working party, to remove remaining bricks & debris.

# Was there really a Winding Hole at Coates?

By Trevor Brigham

*Why would the canal builders put a winding hole seemingly in the middle of nowhere and serving no useful purpose?.*

There is nothing written down in the canal records about the creation of any winding holes. Undated maps from around the 1860s, do show that the land boundary expands around the area of the winding holes at both Coates and Sandhill, so they were part of the original scheme, but the one at Silburn was narrower and created within the area of land purchased without any need for expansion. The land corridor also expands around the definite winding holes at Hagg Bridge, Gardham and Thornton Locks, so these features must all have been intentional rather than created later. A number of maps in CRTs collection dating from the 1900s. Map 8736 circa 1930, shows the canal immediately above Coates, Silburn and Sandhill Locks all have similar winding hole/expansions, the same plan also shows the more isolated winding holes below Thornton and Gardham Locks and below Hagg Bridge which shows all were still in existence at the end of the canals working life. There are no other similar features anywhere else on the canal at any time as far as I can see.



As to their purpose, none of the winding holes on the canal seem now to be in a particularly logical position (Why go up the canal to turn at Thornton when you can just turn left out of the Melbourne Arm for instance), but I do agree that the ones adjacent to Coates and other locks might have had different functions. The canal of course easily wide enough for two boats to pass, but it's possible the "winding holes" were intended as laybys while operating lock - although in that case why not put one above every lock? They can't have been for direct offloading as they are all on the non-towpath side, although they would have allowed boats to turn and moor on the towpath side to offload - most of the locks were either close to a road or farm track, though in some cases they appear nowadays to be in the middle of nowhere. The towpath itself was of course a broad carriageway for most of its length and could be used for unloading and transporting by cart, although in the canal records only Storthwaite, Hagg Bridge, Melbourne, Walbut, Bielby and Street Bridge are named as official landing places. The one at Coates may, as suggested, also have allowed boats to take their masts down when heading towards Coates Bridge, as could the one at Thornton above Church Bridge, but they would only have been of use for boats heading downstream, and there isn't one close to Hagg Bridge. One point, I've been looking closely at the section of canal and its water supply in the Thornton and Walbut areas, and it's clear from Leathers original 1814/15 survey plan that he intended what is now Coates Lock to be on the long open stretch of the

downstream of the bridge. I expect he moved it upstream to allow sufficient headroom passing under the arch, and I assume he also placed Thornton and Walbut Locks upstream of their bridges - it saved him having to make taller (and hence longer) bridges.

Unfortunately there's nothing definitive.

Trevor Brigham,



Coates Lock photographed on 1st August 2022

## Coming Events

17th April 2024. PCAS Annual General Meeting, Melbourne Village Hall. Full details on pages 17 & 18 in this magazine.

15th March 2024. A PCAS presentation in the Melbourne Village Hall @ 7pm. "The Yorkshire Air Museum & The History of RAF Elvington". Admission £10 including Pie & Pea supper. Full details are on page 24 in this magazine.

# The Coates Project to Date



*Above:* The working party skiff is almost hidden from view, measuring the depth of water in the winding hole at Coates Lock on the 31st January 2023



*Above:* The height of the reeds which block the view across the winding hole...



*Above:* Brambles and overgrowth being cleared, before the dredging.



*Left & Right:* The leaking bottom gates at Coates Lock, which will be dealt with in the next stage of restoration.



Attention was needed to one of the paddles at the top of the lock. The problem with the winding mechanism has now been rectified.

A site meeting between CRT engineers and the PCAS project team was held on the 24th January 2023, to try see what could be done to try to solve the leaking bottom gate problem at Coates.



The decision was made to adjust the gates, in order to try and cure the problem.

CRT staff attempted to re-adjust the lower gates on a very cold and foggy morning on the 24th February 2023. Alas, no progress was made. The lock is now to be drained (as reported elsewhere in this issue) which will enable the project team to see the gates in full and hopefully solve the problem.



# Working Party Report Sept 2023

Rob Fouracre - Working Party Organiser

Tasks have been limited by the amount of water in the canal. We have repaired a breach in the bank above Thornton Lock, making use of the workboat as transport. We have also cleared debris from the siphon above the Lock (not sure whose responsibility this is, possibly the Environment Agency).

We have cleared away rubble from the corner of the field at Coates Lock following the dredging and will walk the field again once it is dry enough.

The weed-boat cut and cleared weed from below Coates Lock prior to the dredging and has also cleared surface weed from Coates Lock down to the Melbourne Arm.

We have tidied up around Canal Head including the removal of Elder from amongst the Field Maple.

Our final task of the year was to rescue the road barriers that had been blocking off Church Bridge. These had been thrown into the canal...  
Rob Fouracre



PCAS working party members, together with CRT area staff, met together for the Annual breakfast at Allerthorpe Lakeland Park on the 12th December 2023. Many thanks to them all!



*Above & Right:*  
One of the regular tasks for the working party is 'boarding up' where the canal bank has started to slip into the water.

*Below:*  
Clearing debris from the siphon that crosses under the canal above Thornton Lock.





# CRT Maintenance News

Canal & River Trust contractors carried out piling work above Walbut Lock on the non-towpath side during November 2023.



*Above & Right:*  
CRT Contractors  
working from the water,  
installing new  
aluminium piles above  
Walbut Lock on the  
27th November 2023



*Left:*  
With the reeds cut back  
and the new piles in  
place, notice how wide  
the canal is at this point..

**Pocklington Canal Amenity Society**  
**Annual General Meeting**

**Wednesday 17th April 2024 @ 19:30**

**Melbourne Village Hall**

**AGENDA**

1. Welcome and Introductions
2. Apologies
3. Minutes of 2023 Meeting
4. Chairman's Report
5. Presentation of 2023 Accounts
6. Committee for 2024-25
7. Appointment of Independent Financial Examiner
8. Any other business

\*\*\*\*\*

Following on from the formal business, there will be a digital update on the PCAS project to restore the section of canal between the Bielby Arm to Coates Lock.

# PCAS Annual General Meeting 2024

This year's AGM will be held on **17th April 2024 at 19:30** in the village in Melbourne . It would be wonderful to see a good turn out from PCAS members, not least to ensure that we reach a quorum, which on the basis of the current membership, would be **18 people**. Please support the society by supporting us in this meeting, which is required by our constitution and is important to maintain our charitable status and continue our work.

Although we expect the current committee to continue for a second year we have one vacancy and it would be great to see someone new joining us. If you are interested, the nomination form is included below. If you would like to discuss what the various roles involve, please contact me or any other committee members.

If any member wishes to **propose an item for the agenda**, this should be done at least 14 days before the meeting. Such items require a proposer and seconder.

We look forward to seeing good numbers of you at the meeting.

Steve Ashby  
PCAS Secretary

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## Pocklington Canal Amenity Society

### Annual General Meeting

### Committee Nomination Form

Any members of the Society wishing to stand for the Committee should make themselves known to a member of the current Committee. All candidates must indicate their willingness to stand for election. Please send nominations, duly proposed or seconded by other PCAS members, to the Secretary:  
Steve Ashby, 10 Kerver Lane, Dunnington YO19 5SH

**Nominee** .....

**Proposer** .....

**Seconder** .....

Photocopies of this form are accepted

# And the rains came down..

The last few months of 2023 saw several 'named' storms pass over the UK, bringing with them what seemed like days and days of rain. This large amount of rain falling on what was already saturated ground, caused the canal to overflow in several places.



The PCAS weed boat had been cutting the weed growth above Thornton lock. Unfortunately, due to the bad weather, the crew were unable to go back and clear the cut weed and the flood waters carried the cuttings down to the lock, where they were removed from the navigation during a lull in the storms.





**..and Melbourne Arm flooded..**





**...but, not to worry - Summer will soon be here!**

# Winter Wonders Long Awaited

November was the start. A particular bird species begin to arrive in northern Scotland from northern Europe and Scandinavia. That species, the Waxwing, is often awaited as a decorative addition to UK avifauna, brightening all those who witnesses these most joyful nomads.

They are an irruptive species being displaced from their breeding haunts in Europe by either a very successful breeding season, a bad continental winter, failure of food source - namely berries, or a combination of these factors.

Their numbers started to increase and sightings spread to southern Scotland And north east England. Birdwatchers hoped for a "Waxwing year". The last time Waxwings irrupted in significant numbers was 2012/13 when a single flock numbered over a thousand birds . This year, two sites in Scotland numbered birds in excess of this number. The signs were good for a local sighting.

Melbourne has played host to Waxwings in previous years when numbers have been fewer, but with the amount of birds and their discovery in West Yorkshire and then Pocklington, put me on alert. In late November I decided to visit local berry bushes around the village and to my utter delight a Waxwing flew into a tree where five others sat with crests raised bathed in sunlight. They are truly attractive creatures, with pink hued bodies and crest, black face mask, yellow tipped tail and wings with flashes of white, and mid-wing feather ends dabbed in red, which look like blobs of red sealing wax, hence their name. They spend the day devouring ornamental rowan berries before decamping to another bush behind the Melbourne Arms where an additional Waxwing joined the party. They finally moved off two days later, hopefully to gladden the hearts of many observers as they make short work of the winter berries.

The persistent rain has led to the Ings and canal being in the highest and most sustained flood for many years. The towpath in both directions had been restricted by overflow from the canal and back flood the fields. Whether the towpath flooding discouraged the usual daily footfall, it became apparent that some birds, usually nervous of humans, were able to be viewed more closely on the floods opposite Bridge 7. I was surprised one morning to discover twenty Whooper swans with our normal Mute swans feeding quite close to the Melbourne arm. However just prior to Christmas I was astounded to find not only Mute and four Whoopers, but three Bewick's swans. Bewick's look similar to, but are smaller than, Whoopers with more black than yellow on their bills and this view gave me a good opportunity to study the differences at close range.

Bewick's breed in the Russian tundra and used to be regular winter migrants, albeit in low numbers to UK wetlands. The Lower Derwent Valley has been a regular stop off point for them over the years. However they have become

sporadic visitors in more recent times, not thankfully to their decline. Apparently, due to less freezing winters in the Netherlands, they have found all they need for successful overwintering there, rather than fly further west to our shores, so given that knowledge it was exciting to discover these three although it was only fleeting, as motionless, I watched them drift to the further edge of the flood as they became wary and eventually with a call departed north to feed in less overlooked circumstance.

Neil Cooper, Bird Recorder for Melbourne & Thornton Ings Nature Reserve

## Winter Wonders

Rick Ingham has been out and about photographing some of the birds that he seen along the canal during the winter month's. The Long Tailed Blue Tits (below) were photographed feeding on the bird feeders at Canal Head. Whilst this charming little Grey Wagtail (right) is frequently seen around Coates Lock.





# Membership Matters

By the time you read this we will have a new Membership Secretary.

After several years in the role, I am handing over to Ed Westerby who I know will look after you very well. In future, all emails about happenings, events etc will come from Ed's email address.

During my time as Membership Secretary, the society has seen a healthy increase in membership numbers, considerably helped by our new website which makes it easy to join. For those of you without a standing order (hopefully very few!) renewals can also be done via the website.

The Membership Enquiries button on the website will now take you to Ed's email address instead of mine.

Thank you all for responding to membership emails as maintaining an accurate database is important so please let us know of any changes in memberships, addresses or email details.

Our bank details are:-

Sort code 40-37-01

Account number 20674451

Remember also to keep us up to date with any change to your address, email, telephone etc, so we have your latest details.

For any queries, please contact Ed - his details are shown inside the rear cover of this magazine

The Current Membership fees are:-

Annual £15

Annual Family £20

Individual Life £150

Family Life £200

Roger Bromley



**The Pocklington Canal Amenity Society  
presents:**

**Ian Richardson**

**“The Yorkshire Air Museum  
and the history of RAF Elvington”**

**Melbourne Village Hall YO42 4QJ**

**Friday 15th March from 7pm**

**Tickets £10 including Pie & Peas Supper**

**To reserve a seat contact:**

**Tim Charlson 07926 910717**

**or [tcharlson58@gmail.com](mailto:tcharlson58@gmail.com)**

**Also available on our website:**

**[www.pocklingtoncanalsociety.org/shop](http://www.pocklingtoncanalsociety.org/shop)**

# PCAS 2023 Annual Dinner

Images from the PCAS Annual Dinner which was held on the 26th November at the The Oaks Golf Club, Aughton.



# Canal Head Information & Sales Centre

## Report by Mike Clemson

I continued to man the Information Centre at Canal Head between 10.00 am and 4.00 pm on most Sundays from May 2023 onwards. I developed a reputation among the walkers as being someone who could influence the weather, as we only had one rainy Sunday over about six months when it was impractical to open the Centre and set out the stalls of merchandise and books.

Sales of PCAS merchandise were steady, books less so. Bags of doggie treats and packets of poo bags proved very popular, and I was able to augment PCAS funds by £70 from the first tranche of profits from this source. However, the main source of income continues to be donations for car parking.

My intention has been to continue to have a presence on Sundays into the winter, subject to it being dry and not too cold, on the assumption that there will still be keen walkers and dogs needing their daily exercise. Inevitably, however, numbers have decreased and this is reflected in the weekly takings from sales and donations. Fortunately the wet weather and flooding further down the canal did not affect the first three miles or so of the towpath from Canal Head, which remained passable for walkers.

Sales and donations after 30 Sundays at Canal Head totalled just under £2,000, but this does not take into account Gift Aid contributions or people joining the Society and paying the annual subscription as a result of being given the Membership leaflet at the Information Centre. I also manned the stall at the Open Day at Melbourne, which resulted in sales of £540, although this included the sale of the PCAS 2024 Calendar and some card payments for boat trips. The weather being good, led to a very profitable day, and showed the difference when people attend expecting to spend money and thus having cash and/or a card with them - something which is not always the case with regular walkers.

To extend my reach to cars parked at the first parking area near the main entrance, we produced a special leaflet which we enclosed with the Membership form and which I put on windscreens to encourage occupants to stroll up to the Information Centre and see the goods on offer. Tim Charlson arranged for its printing and, as always, I am most grateful to Tim for his support and encouragement.



## PCAS sales



Two key rings are available.

The first features New Horizons on one side and on the reverse, the PCAS logo.



The second features Thornton Bridge and on the reverse is a picture of the canal.



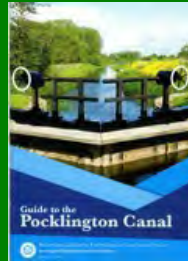
Price 50p each.

**Every purchase of merchandise generates income for PCAS restoration**

# PCAS Sales



Pen 50p



Canal Guide £5



I'm a Pal of  
Pocklington Canal

Fridge Magnets £3



Pin Badge £3



Brass Plaques  
Head of Navigation.  
50th Anniversary.  
Bicentenary 1818 - 2018.  
£7 each



PCAS Mugs  
Two Designs Available.  
£4 each

## **Please Note:**

Postage and Packaging must be added to all orders. For details please contact the sales officer:

Tim Charlson 07926 910717 [tcharlson58@gmail.com](mailto:tcharlson58@gmail.com)

All the above merchandise and selected pre-owned books are available from the Canal Head Information Centre.

# The Pocklington Canal Amenity Society

Registered Charity 500637  
www.pocklingtoncanalsociety.org

Patrons: The Earl of Halifax & Mr Neil Edwards

## PCAS Committee

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# **The Pocklington Canal Amenity Society**

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