

DOUBLE NINE

THE

POCKLINGTON CANAL

AMENITY SOCIETY



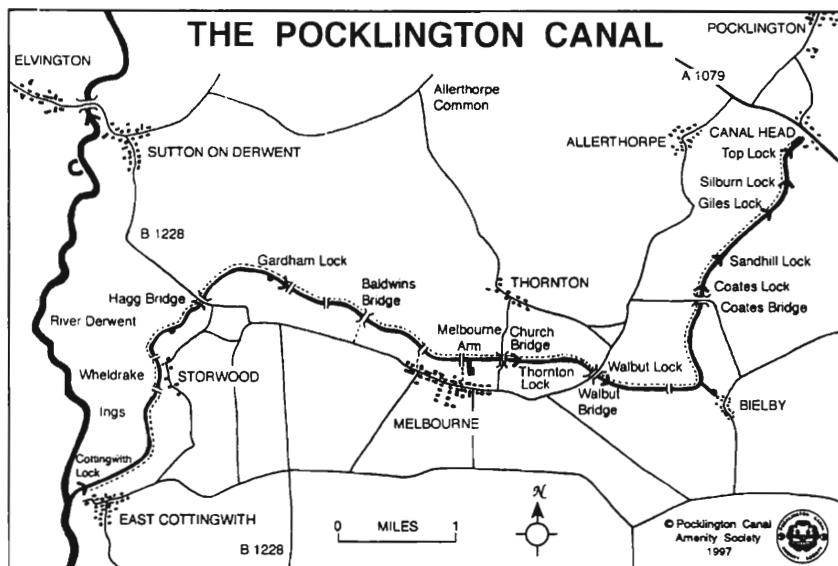
MAGAZINE

April 1998

No. 75

THE POCKLINGTON CANAL AMENITY SOCIETY

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CHAIRMAN'S COLUMN

RESTORATION

Works to the structure of Coates Lock are now complete. Many passers-by have commented on how smart it looks and I think that we can be well pleased with the result of nearly three years work which involved East Yorkshire Borough Council's Employment Training Scheme and contractors as well as our own voluntary efforts. Currently, we are working on clearance and relandscaping of the site.

However, the Coates Lock project is still some way off completion because the matter of installing lock gates still has not been resolved. The Society believes strongly that the gates should be installed now - ie before the temporary steel piling and bywash are removed. British Waterways, on the other hand, are proposing that stop planks be fitted as an interim measure so that the steel piling can be removed, and that the fitting of lock gates be deferred to some later date.

The Society has pointed out that the this course of action is not only expensive, but also that it may not be technically possible. BW have a policy of leaving unused locks full of water and there are two very good reasons for doing this. Firstly, it is safer because anyone falling into the lock will find it much easier to climb out. Secondly, a full lock chamber is largely protected from frost damage and can therefore be expected to last much longer. If Coates Lock is to be kept full, the stop planks would have to be placed at the lower end of the chamber and would have to extend right up to coping stone level. The stop plank groove is very close to the tail of the lock and was designed only to accept planks up to the low water level. It is very questionable whether the lock structure could withstand the pressures that would be applied by a full lock of water held back by planks extending up to coping stone level. The latest information that we have is that the Waterway Manager is seeking the opinion of his engineering colleagues on this matter.

It seems unlikely that this issue will be resolved in the near future, so we expect that the temporary bywash and steel piling will remain for a while. In the meantime we propose that our own working parties will transfer back to Giles Lock where some works were left incomplete several years ago. There are some coping stones to replace and also, some repairs are required to the lower end of the bywash tube which is a brick structure with an internal diameter of about 2 ft. At the tail end, the brickwork is in a poor condition with a partial collapse of the roof of the tube. It will be necessary for us to excavate and expose about 6ft of the tube to make the necessary repairs.

COMMITTEE

Although the Committee has been greatly strengthened in the last year by the cooption of Nigel Lockwood, who is now our Membership Secretary, we do feel that there is a need for further members so that the burden carried by some of the existing members can be spread a little more widely. There are numerous areas where we could do with some assistance, such as the organisation of social events and offers of photographs and interesting articles for publication in *Double Nine*.

If you have time to walk the towpath regularly, you could help keep us informed about what is happening on the canal. I would very much like to hear from any members who feel that they may be able to contribute in these sorts of ways.

THE CANAL MANAGEMENT PLAN

Since the last issue of Double Nine, we have heard very little about the proposed Management Plan for the canal. There has been no formal response to the comments that the Society made during the consultation period, and as far as I am aware no other consultees have had a response either. It seems that the whole process is being overtaken by events and that the plan may not be adopted in anything like the form of the draft produced by Scott Wilson Resource Consultants.

The Society had been pressing for a meeting with British Waterways for several months and one took place on 4th February. At this meeting it transpired that there had been high level discussions with English Nature, out of which some new proposals had emerged. Ian White, the Regional Manager, said that he would be preparing a response which would allow limited navigation on the upper section of the canal and enable an application to the Heritage Lottery Fund for a grant towards the cost of the remaining restoration works.

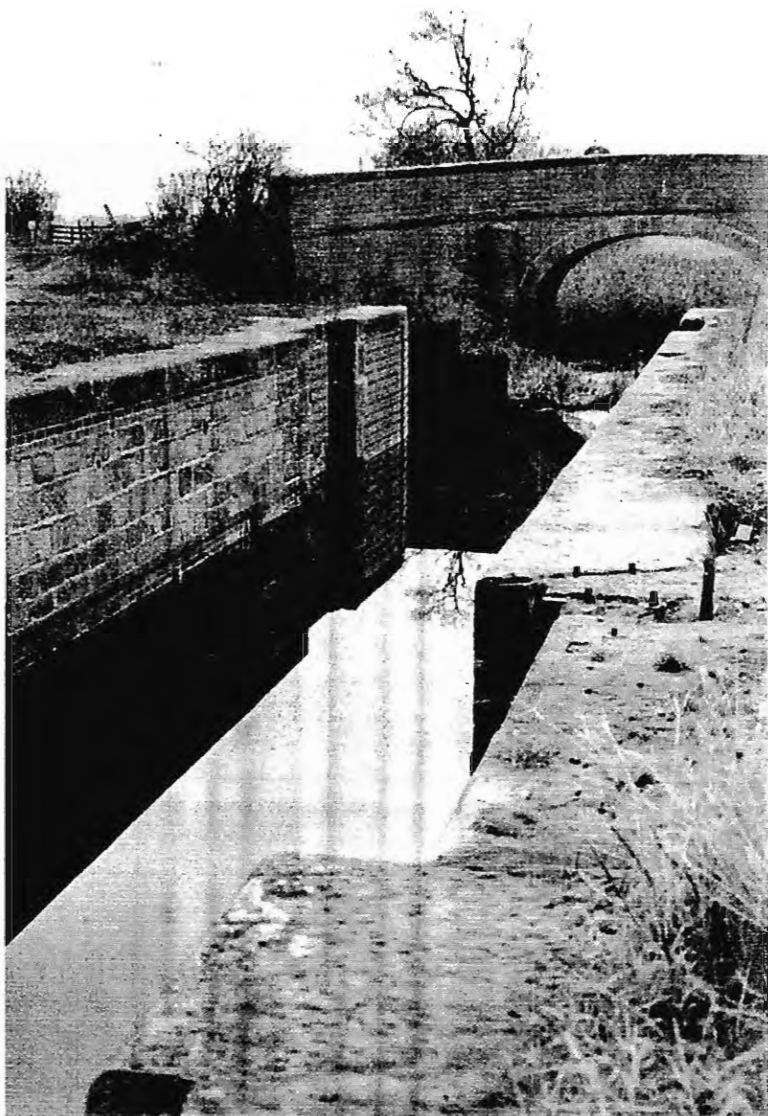
Although we only have a very brief outline of the proposals, the Society has indicated that it does support the approach that is being adopted, mainly because it reflects the far more positive stance that is now being adopted by British Waterways. Furthermore, we realise that some level of consensus is necessary if real progress is to be made in the long term.

One matter that we discussed at length at the meeting on 4th February was the need for better information about water supply and water quality. It was agreed that studies should be undertaken in both these areas and there has already been one development. The Society has undertaken to carry out a survey of the depth of water in the canal between Melbourne and Thornton Lock. This includes the shallowest part, which is around the Thornton feeder. If all goes to plan, this work will be completed before you read this column. The method that we will be adopting is an old fashioned one which may seem archaic in this electronic age, but it is one that is reliable. We shall be taking a small boat and a pole, and prodding for the bottom. The only concession to modern times will be that the pole will be marked in metres and centimetres.

The information will be useful for two reasons. Firstly, it will allow the quantity of silt that needs removing to be estimated. Secondly, a knowledge of the clear cross section should contribute to a better understanding of some of the ecological issues.

Although I am unable to report any breakthrough or major development that might guarantee the future of the Pocklington Canal as a navigable waterway, there are reasons for growing optimism. No doubt many of you will be disappointed that progress is so slow, but our view is that our first priority is to win the argument and this may take some time. Once we have achieved this, the rest should follow much more easily.

Paul Waddington



COATES LOCK

This photograph, taken in December 1997, shows the recently completed wall of the lock chamber. The wall has been rebuilt in a mixture of stone and brick because the lock is, like Coates Bridge in the background, a Grade II listed building. It is not clear why this wall has been built or repaired with stone since the other locks of the Pocklington Canal are brick-built, as is the other wall of Coates Lock. Now that the wall has been rebuilt, its curious construction will continue to provide a topic of conversation for future generations.

AROUND THE WATERWAYS

Although many readers may take one of the monthly waterway magazines and be up to date on news from around the waterways, others may be interested to read about developments on other canals. This article includes a few bits of information about waterway restoration schemes in other parts of the country. If it is well received, it may become a regular feature.

ROCHDALE CANAL

This is one of the really big schemes and it has made good progress in the last twenty years, with more than half its length already reopened. A landmark was achieved two years ago when the Tuel Lane Tunnel was opened, connecting fourteen miles of restored canal to the rest of the canal system. At about the same time, the Rochdale Canal Trust was rejoicing at being awarded £11.9m of lottery money from the Millennium Commission.

However, one condition of this grant was that ownership of the canal should be transferred either to a charitable trust or to a public body. Ever since, negotiations have been taking place with the owners, Town Centres Securities plc. The canal has been valued at £1m but the owners have not been willing to sell for this sum and no agreement has been reached. Time is now running out and unless there is an immediate breakthrough the lottery money, together with a similar amount of matching money from English Partnerships, will be lost.

ASHBY CANAL

A similar situation exists on the Ashby Canal, where an ambitious scheme has been put together to reinstate the canal from its present head of navigation at Snareston to Measham. This section of the canal was forced to close as a result of coal mining subsidence. The scheme has now run into trouble because one landowner is unwilling to sell a vital length of the track of the canal. As a result, a package of funding for the project (£1m Rural Challenge, £0.4m English Partnerships and £1.2m RECHAR - European finance targeted at coal mining areas to assist in overcoming the effects of unemployment) has been lost. However, the project is still very much alive. Consultations are taking place in the hope that Leicestershire County Council, who are enthusiastic backers of the scheme, will be able to apply for an order under the Transport and Works Act for compulsory purchase of the necessary land. At the time when the Transport and Works Act was passing through Parliament, there was considerable fear amongst waterways enthusiasts that it could be used in ways that would be detrimental to the canal network. Here is an example of a case where the Act may be used to further canal restoration.

HUDDERSFIELD CANAL

There is better news from this transpennine waterway, which is also in receipt of funding from the Millennium Commission and English Partnerships. In this case, the matter of land ownership looks like being resolved amicably. Although a number of short sections are in private ownership, proposals for comprehensive redevelopment of these sites are giving the opportunity for the line of the canal to be repurchased. However there is still a worry that it may be difficult to complete the works by the end of year 2000, which is one

of the conditions for Millenium funding. It is proposed that the restored canal will be managed by a new company whose directors will include nominees of British Waterways, the Huddersfield Canal Society and the Local Authorities through whose areas the canal passes. The new Huddersfield Canal Company has engaged British Waterways as the main contractor to complete the restoration works. Interestingly, a portion of the work is likely to be subcontracted back to the Huddersfield Canal Society who have a team of permanent staff with the right experience to undertake such tasks as lock reconstruction, dredging and bank protection works.

OTHER LOTTERY GRANTS

Several other waterway schemes will benefit from lottery money. One of the first allocations to be announced was £25m for the Kennet and Avon Canal. This canal was officially reopened a few years ago by the Queen, but has suffered from inadequate water supply and leakage. The money is being spent on a number of measures to rectify these problems as well as repairs to some of the structures.

Another major scheme is one to reopen the waterways that connect Glasgow with Edinburgh. This has been dubbed the Millennium Link and involves a major part of the Forth and Clyde Canal and the whole of the Union Canal. The principal obstacle to be overcome is the difference in levels of the two canals at Falkirk where they need to be rejoined. Originally there was a flight of locks, but this route is no longer available. A spectacular and ingenious solution is being adopted. Boats will be transferred in a device that looks somewhat like a fairground big wheel. It will be an enormous structure and unlike anything ever built on any canal in the world. Due credit must be given to the inventors for such an original idea. The principle seems very sound, although misgivings have been expressed as to whether it will actually work in practice. As with all new inventions, the proof of the pudding will be in the eating. No doubt, in the mean time someone will be having some sleepless nights!

Finally the Ribble Link will connect the isolated Lancaster Canal with the Ribble Estuary and thus via the River Douglas with the Leeds and Liverpool Canal. The Lancaster Canal was built in two parts with a gap in the middle which was to have been bridged by a mighty aqueduct over the River Ribble. The aqueduct was never built and the southern section of the canal became part of the Leeds and Liverpool Canal. Now, 200 years after the Lancaster was opened it is to be connected to the rest of the canal system. Most of the route of the connection will be by an existing stream known as Savick Brook.

GAS STREET BASIN, BIRMINGHAM

A proposal to station an enormous replica Chinese Junk at Gas Street Basin in Birmingham has been turned down by the city's Planning Committee after the Planning Department had received a record number of objections. The proposal, which was submitted by British Waterways, was considered to be inappropriate in scale and character and to conflict with the policy for canalside development.

RIVER WREAKE AND OAKHAM CANAL

The River Wreake, a tributary of the River Soar in Leicestershire, was made navigable to Melton Mowbray. The navigation was later extended into Rutland by the Oakham Canal.

Neither of these navigations were a great success and they were unable to withstand railway competition. However, many of the derelict structures have survived and a society has recently been formed with a view to restoration. It is the Melton and Oakham Waterways Society and they intend to undertake feasibility studies. These waterways have been abandoned for such a long time that the problems are likely to be very great. On the other hand, some restoration schemes that many thought were impossible only a few years ago are now coming to fruition. We wish MOWS every success.

LICHFIELD AND HATHERTON

The Lichfield and Hatherton Canals Trust are campaigning to reopen two routes that would connect with the northern part of the Birmingham canal network. The first is to the Northeast and is the line of Wyrley and Essington Canal from Ogle via Lichfield to Huddlesford Junction on the Coventry Canal. The second is to the Northwest and would join the Cannock Extension Canal to the Staffordshire and Worcestershire Canal. Both these routes will be affected by the Birmingham Northern Relief Road which will cut the derelict waterways in three places. At the Public Enquiry, the Inspector recommended that navigable culverts should be provided at these three locations but the Government chose to ignore this recommendation. The road is to be built as a private enterprise project and the agreement between the Government and the undertaker has now been finalised without the requirement for the culverts.

Meetings have taken place with the ministers responsible for roads and waterways, who both say that the matter is now out of their hands. The Waterways Minister, Angela Eagle, has undertaken to look into the possibilities of funding the culverts by other means. Whatever the outcome, it is very clear that the cost of providing the culverts after the road is built is going to be dramatically more expensive than doing so now.

Paul Waddington



CLOSURE OF NABURN SMALL LOCK

British Waterways has announced that a detailed inspection of the upstream gates at Naburn Small Lock on the River Ouse has shown that the gates are no longer safe for use in locking craft nor for use in crossing the lock. BW has therefore given notice that the lock is now closed to traffic. The closure will last until new gates have been made and fitted and they expect this work to take until the end of July. They confirm, however, that the large lock continues in full use. (*Official notice from BW*).

The original lock at Naburn was opened in 1757, to facilitate the passage of craft trading up-river to York. But, some hundred years later, it was clear that an altogether bigger lock was urgently required. Plans to enlarge the existing one having proved impractical, a new and larger lock was built alongside the old one and opened by

Prince Albert in July 1888. Nowadays the Manager for British Waterways' North Yorkshire Navigations has his office in the old navigation buildings on the Naburn Lock island. Pocklington Canal is one of the smaller — if no less important or time-consuming! — local waterways for which he is responsible.

Editor

THE SOCIETY AGM -- SUNDAY APRIL 26 1998

The Society's 29th Annual General Meeting takes place at the Wellington Oak at Canal Head on Sunday, 26 April at 2.15 pm approx., in the Function Room, following our usual Lunch there. We hope many of you will join us at the Lunch but you are very welcome to come along afterwards, just for the meeting, if you prefer. The Bar staff will direct you if you haven't been before. It is a friendly occasion and you are welcome to bring friends, though only paid-up PCAS members may vote in the elections. The AGM also provides an opportunity for you to hear at first hand what the Society is doing, to ask questions and, of course, to meet other members. You may even like to offer your services on the committee or in some other way in which you think you might be able to help — though we promise we won't pressurise you! Do come if you can! We'd love to have more members with us on the 26th!

AGM AGENDA

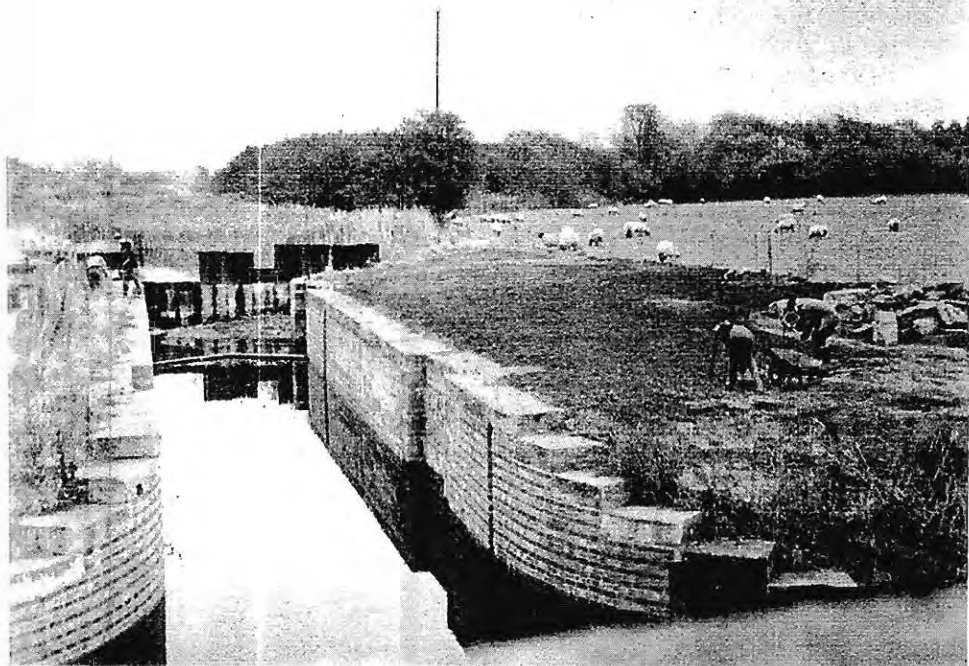
Apologies, Minutes of last AGM, Chairman's Report, Treasurer's Report & Accounts, Election of Auditors, Election of Officers & Committee, AOB.

Elections THE FOUR OFFICERS are all elected annually. The present Chairman, Secretary and Treasurer are prepared to stand again. Our Vice-Chairman, Jack Wootton, is standing down from office, due to extra business commitments, though we are glad to say that he is willing to still serve on the committee. Nominations are required for all four officers.

COMMITTEE MEMBERS Paul Graham, George Parkes, David Tomlinson and Richard Young all have a further year to serve; Alistair Anderson, John Gatenby, Charles and Yvonne Huitson, and Barbara Ogilvie have completed their present term. Alistair, John and Barbara are all prepared to stand again but Charles and Yvonne Huitson wish to stand down, due to lack of time. Nigel Lockwood was co-opted to the committee for the rest of the year after he had volunteered to take over from Yvonne as Membership Secretary during 1997 and is now willing to be proposed for election to the committee. Please send your nominations, in writing, with names of the Proposer and Seconder and signature of the nominee, to the Secretary before the meeting if possible. You may propose any of those eligible above or any other Society member who is willing to stand.

Sheila M. Nix, Secretary

Change of address or Postcodes — Many York area (YO) postcodes are changing on April 1st this year. There may be others too. The old and new codes will both be valid for some months but we would like to update our records where necessary — likewise any changes of address. Any changes to Nigel Lockwood, please — or to Sheila Nix — which ever is more convenient.



ALUMINIUM CANS AND FOIL

Your contributions raised over £300 during the last year. So **thank you all**, including many PCAS members, friends and well wishers, also members of the Inland Waterways Association's Region and Branches and the Waterway Recovery Group. Please keep up the good work! Your ally is providing the Society with a very useful extra income.

Please note: If you can sort the aluminium cans from the steel ones before bringing them, this is a great help. A magnet will stick to the *sides* of steel intruders but not to the aluminium! Steel cans can be taken to various civic skips etc but the recycling establishments will not accept bags containing steel in amongst the ally so they do need to be separated.

Please also keep aluminium foil separate from the cans if possible. Bags can be left by the Information Centre at weekends as one of us visits most Sundays, even in the winter.

Pans and other aluminium items are valuable too - all offers welcomed.

THE COATES LOCK APPEAL

The total to date is within a whisker of £22,500, which is wonderful. The chamber of the lock is finished and looks really handsome, **but** much of this money has now been used and we still have to pay for gates and paddle gear etc.

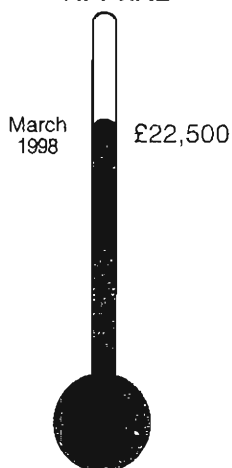
LANDSCAPING THE LOCKSIDE

Coates Lock looked like a building site during the recent restoration work.



PCAS volunteers are clearing debris in preparation for sowing grass. On the towpath side, one of the coping stones is being adjusted to improve the appearance of the lock.

COATES LOCK APPEAL



THE SOCIETY 'SHOP' AND INFORMATION CENTRE

For those members not familiar with the Society Information Centre and Shop, it is to be found in the further car park at the Canal Head Picnic Site. We normally aim to open around 12 to 12.30pm each Sunday. There are pictures, maps and information; also various canal guides and waterway-related books for sale. There is always a fascinating selection of second-hand books, too, magazines, sheet music etc, with something for all ages and most tastes! Plants, house and garden items, bric-a-brac, jewellery, jigsaw puzzles, games, hand-made cards and gifts, small toys. You name it - we frequently seem to have it! Chocolate bars, sweets and cans as well — NOT second-hand!

**Anytime you are having a good old tidy-up, please remember PCAS!
We are always glad to top up our stocks!**

We DO TRY to open every Sunday in the season if we can BUT, to continue to do this, **we really could do with more helpers**. So, if you enjoy meeting people and can spare an hour or two on a Sunday from time to time, do please get in touch. With extra help we might even be able to open sometimes on Saturdays too. In 1996 we topped the magic 'ton'! Over 1997 Canal Head sales contributed £1466 to Society funds for restoring and enhancing the Canal and its surroundings. And 1998??

Coupons, tokens, stamps etc. Please keep these coming in too, for Barbara.

SMN

COTTINGWITH ENTRANCE LOCK — 1971

With the prospect of volunteers working in Cotingwith Lock this autumn it seemed appropriate to browse through the June and September 1971 copies of *Double Nine* and recall work being carried out on the Canal then.

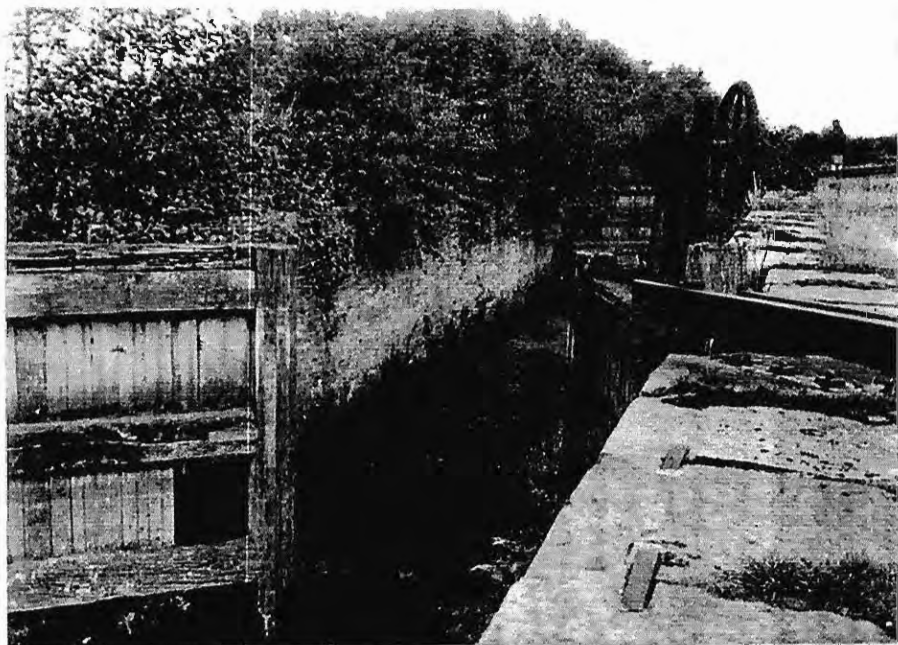
The June issue (No 10) reports that BWB staff were busy replanking the lock gates and had reinstated the old railway balance beams and were fitting new paddle gear. Major repairs to the wing walls below the bottom gates were in progress. In addition the top two feet of brickwork on the south side of the lock chamber had been rebuilt. The approach channel from the river Derwent was to be dredged and widened.

Above Cotingwith Lock further dredging was to be carried out, the breach in the offside bank repaired and, finally, the bottom pound would be refilled and craft would then be able to navigate to the first swing bridge at Storwood.

Repairs to Cotingwith Lock gates were paid for out of PCAS Restoration fund monies raised locally and including donations from Pocklington Rural District Council and the former Northern Waterways Association.

Elsewhere on the Canal BWB staff had installed 250 yards of interlocking steel piles along the towpath above Walbut Lock. At Church Bridge the new sewer pipe was fixed to the bridge and the old sewer pipes and ugly supporting pillars were removed, together with a redundant water main. Dredging on the Melbourne pound had reached a point some 80 yards short of Mr Baldwin's bridge.

In the September "99" the Re-opening of Cotingwith Lock on 17 July was reported a great success, after nearly forty years' disuse. There was a huge turnout of members, local folk and visitors to inspect the newly repaired lock. PCAS volunteers had cleared the trees and undergrowth round the lock, helped tar the gates and paint the balance beams

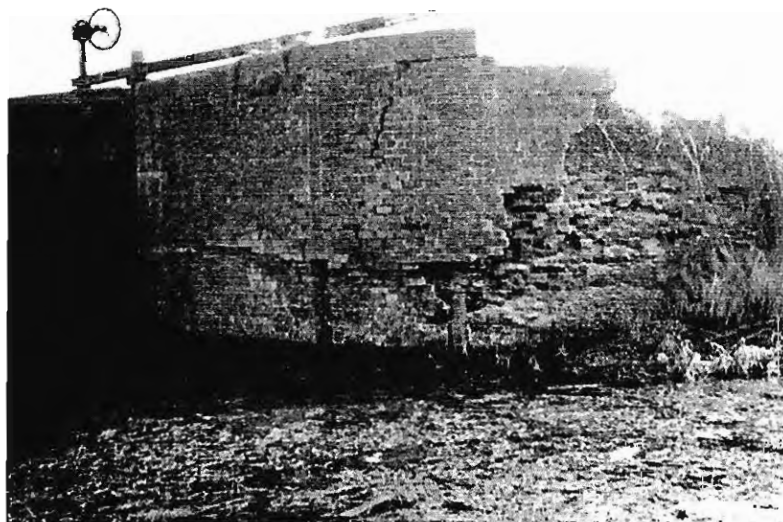
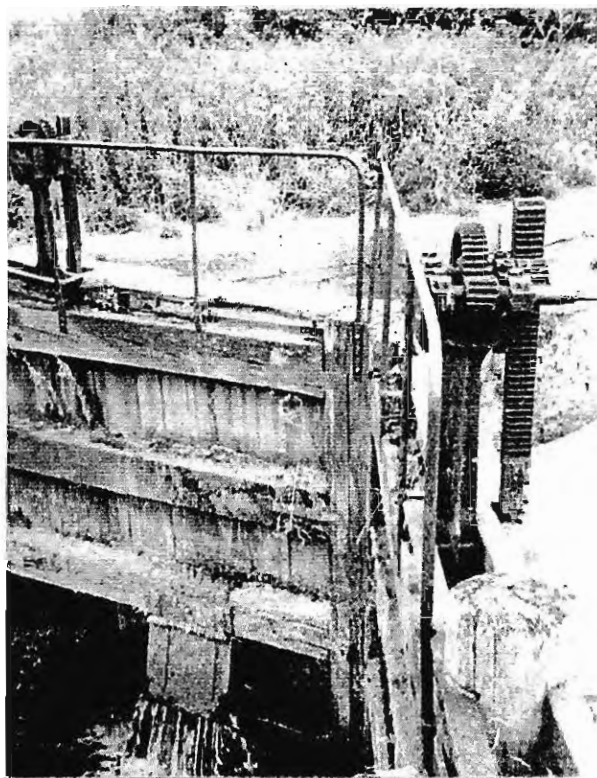


and generally assisted BWB's craftsmen. Our PCAS donation of £500 towards the work had achieved pretty good value!

The official opening ceremony was performed by Alan Blenkarn, BWB's Amenity Services Manager, who was suitably thanked by PCAS Chairman, Eric Lount. Once the official party had locked through onto the Canal there followed a dozen boats from Heck, and boats from Ripon, York, Acaster and Leeds. Some craft had difficulty due to low water levels on the Derwent. Needless to say it subsequently rained!

David Tomlinson

Cottingwith Lock before restoration



SUBSCRIPTIONS NOW DUE!

Annual subscriptions are due on 1st January

Adults (family or individual): £5; Concessions (unwaged, students, OAPs): £3; Life: £50.

THANK YOU, first of all, to all those members who responded so promptly and generously to our requests and reminders in the last magazine! Several converted to Life Membership and others updated old Standing Orders. Some even paid for up to three years ahead! A number have paid for 1998 and we would urge those who haven't yet to do so, now, as soon as possible! Nigel expects to be at the Lunch and will be delighted to receive subscriptions there. Subs may also be left with Mr and Mrs O'Kelly at 15 Chapmangate, Pocklington (near the Methodist Chapel), or with the Huitsons in Melbourne. Our thanks, too, to all those who add a donation to their annual subscription. All your support is very much appreciated.

NEW MEMBERS

We welcome the following members who have recently joined the Society: Mr Ian Montgomery, Life member (Thorngumbald, Hull), Mr Keith Thomson (Gateshead), and Mr and Mrs D. West (Canal Head, Pocklington).

OBITUARY

We are sad to record the deaths of the following:

Alan Clegg died on 9 October, 1997. Alan and his wife, Margaret, had been PCAS members since 1970, just after we started and when they lived in Shrewsbury. But their active support for the waterways went back to the 1940s. Alan was founder Treasurer of the Shropshire Union Canal Society and a founder member of the Narrow Boat Owners Club. Later they lived at Hazel Grove, near Stockport, where Margaret now continues their work of sorting and disposing of used stamps for the SUCS and the IWA/WRG Stamp Bank. In a letter in December 1996, Margaret mentioned that, though they were now "well advanced in years" as she put it, they were spending every evening sorting used stamps and making nearly £1,000 a year! As she concluded, "It's a lorra, lorra lot of stamps! — but it's one way we can help! "

Miss Edna Myers died in March this year. She lived in York. She and her brother, Frank, who died in 1993, had been members since 1970. Frank lived in Pocklington, in George Street and, in the early days they were very active supporters. Edna had continued her membership up to the time of her death.

Mrs Olive Leonard was another founder member of the Society. She lived in Pocklington and, for many years, used to type the magazine labels for us. She made soft toys and gifts with great skill and, only last summer, she visited us on the Market Charity Stall to hand over some gifts for us to sell. Olive had been unwell for some time and died in a nursing home on 11 January this year.

“MEMORY LANE” from the independent newspaper serving the Pocklington district early this century, from the issue of Saturday, February 18, 1899:

Death of a local keelman. Mr Stephen Walsh, keelman of River Head, Pocklington, passed away on Wednesday aged 82. For some 50 years and more he had followed his occupation on the water with unremitting industry and unblemished integrity.

The following verse, part of a longer tribute, was written by W.M. West of Bielby:

This brave old sailor for many a day,
Has sailed on Life's rough sea;
With compass in hand he has steered to the land,
Which only by faith we can see.

Footnote: The Walsh family lived in a house at Canal Head which was next door to Ings House, the present home of the Ratcliffe family. It occupied what is now their garden with the chickens and ducks. A stray plane crashed into the house during the last War. Mrs Edith Bird (nee Walsh) inherited a handsome chair and earthenware water jug, a ship's lamp and other interesting things which Stephen Walsh had used on the family barge long ago. Margaret O'Kelly knew Edith and her husband, who kindly took these heirlooms into their Hunmanby garden for us to photograph one sunny day in 1982.

SMN

“ANGLING with Peter May” courtesy The (Pocklington) Post

On March 5, 1998, Peter May devoted his fortnightly column to the Pocklington Canal. This is part of what he wrote: - - -

Many anglers will, as I do, remember the days when the canal held a good depth all along its course. Vast bream shoals would cruise the clear water and monster tench lived amongst the lily pad beds and at first light, on a summer's morning, the surface shimmered as they foraged the silty bottom in search of food. Anyway, enough of the nostalgia and on to the present day. There are still monsters to be caught if you are prepared to spend some time searching for them. Roach, to well over two pounds, lie between Bielby and Canal Head, I'll not be more specific, it's up to you to find them if you wish to catch the roach of a lifetime.

Along most of its length, tench are still prolific with specimens to 8lb occasionally taken, lower down, towards East Cottingwith. There is still quite a population of bream with odd fish to over 7lbs.

Pocklington Canal is not for the match angler but should appeal to those anglers who are looking for the pure pleasure of catching quality fish from peaceful stretches of a canal that no one else has fished for months, or even years.

My advice is to walk the whole length, you may be surprised by what you see, it could even make you run home for your tackle.

UPDATE ON THE SLIPWAY PROJECT

Since my last report, in the last issue of '99', the two most welcome items for comment are the arrangements now made for a Waterway Recovery Group Work Camp from the 17th to 24th October, 1998, and the arrival of the latest, modified IWA Slipway Plans.

With the ongoing consultations between BW and English Nature still to reach a conclusion and the new Canal Management Plan emerge, our Slipway project remains in the wings. Once the Management Plan has been finalised and suitable arrangements made for overseeing authorised use of the Slipway, we will be pressing for the appropriate Consents to go ahead, and it is increasingly likely that this will be around April 1999.

So that WRG volunteers have a real job to tackle this autumn if, as now assumed, the Slipway is delayed, the Work Party will be engaged at Cottingwith Lock, rebuilding the towpath side lock chamber wall. The brickwork has, with time, badly deteriorated above water level and will be taken down and replaced.

The modified Slipway Plans, based on wide input from user groups, basically alter the gradients. A slope of 1 in 6 to waterline and 1 in 4 under water was the previous norm. This has now been revised to a 1 in 4 slope for 2.44 metres under water and continuing for 2 m above waterline; followed by 2 m of 1 in 8 slope before level ground. This new design allows for some fluctuations in water levels.

The first slipway to the latest design will be built this Spring, at Shrivenham on the Wilts and Berks Canal. Attendance at the National Trail Boat Rally over the late May Bank Holiday at nearby Wootton Bassett will enable me to have a good look at the new slipway and to meet the builders.

In the meantime Sheila Nix will be pleased to receive donations or items for sale in aid of our PCAS Slipway Fund.

David Tomlinson

CRUISE THE FULL LEEDS/LIVERPOOL, ALL ITS 127 MILES!

The IWA hopes that as many boaters as possible will cruise the full length of this spectacular trans-Pennine waterway this year. The North Lancashire and Cumbria Branch Chairman, David Smith, says "The Leeds and Liverpool Canal is a particularly beautiful waterway, but the sections near to Liverpool and Leeds are rather under-used. This is a great shame given the enormous amount of work recently undertaken by British Waterways, the navigation authority, local councils and other interested parties."

All boats travelling from Stanley Dock in Liverpool's docklands, through to River Lock in Leeds, will qualify for a special plaque IWA National Chairman, Audrey Smith, has said. Proof will be needed but the trip may be done in either direction. It is hoped that boats attending the IWA National Festival at Salford Quays in August will include the trip in their journey but this is not essential in order to qualify for a plaque.

*For details and application forms please write to: Graham Eastwood,
61 School Lane, Leyland, Preston, PR5 1TU, enclosing SAE.*

NB KADUNA TRAVELS NORTH AGAIN

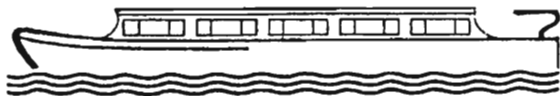
During the summer of 1989 John and Christine Meredith brought their 60' narrowboat Kaduna from her home base on the Stratford Canal to Melbourne. They fell in love with the Pocklington Canal and Christine wrote about their trip for '99'.

John Meredith visited Northern waters again in May last year and finally obtained permission from the Environment Agency to enter Market Weighton Lock on the Humber and navigate the Market Weighton Canal. John says negotiations were quite lengthy. The EA's legal department in Leeds was doubtful to begin with, but their authorising officer, Roy Johnson, and their engineers were very helpful. John eventually received a bill for £40 plus VAT for use of the lock but was surprised to learn that it is cheaper for the EA at weekends, apparently, because the lock keeper is not away on other duties then. They had a good passage up the canal and found the people in Newport intrigued and welcoming. He reckons Kaduna was the first boat to use the Ancient Monument entrance lock since it was substantially rebuilt and 're-restored' in 1995. Definitely a case of "Cruise 'em or lose 'em", he says!

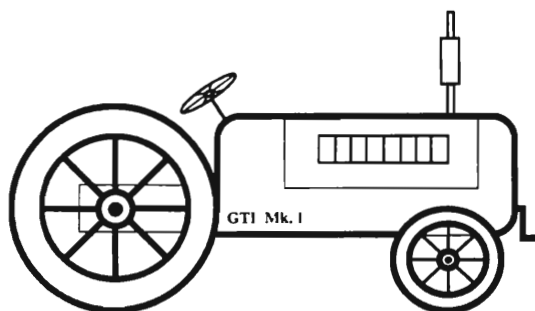
Editor



Drawings of the old bridge at Newport and Sodhouse Lock, around 1900, by N.F. Parker



VINTAGE TRACTOR AND ENGINE RALLY



Canal Head, Pocklington

Opposite the Wellington Oak

EASTER MONDAY

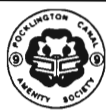
11 am - 5 pm

- | | |
|---------------------------|---------------|
| ★ British Waterways' Tent | ★ Stalls |
| ★ Veteran cycles | ★ Tombola |
| ★ Model boats | ★ Boat rides |
| ★ Classic cars | ★ Bric-à-Brac |

ADMISSION FREE!

Proceeds in
aid of
restoration of
the canal

Pocklington Canal
Amenity Society



● **PCAS T-SHIRTS and SWEATSHIRTS FOR SALE** Please note! We have a good selection of standard poly/cotton T-shirts and Sweat-shirts, all with the PCAS logo, in stock; Sweat-shirts in Navy, Bottle Green, Burgundy, Red and Grey. T-shirts in Black, White, Navy, Pale and Royal Blue. Other colours and styles available to order. All good quality garments and, despite the January price rise of which we forewarned you in the last magazine, we think they are still good value for money.

Prices: Sweat-shirts £14.95, T-shirts £8.25; children's T-shirts £6.75.

Polo-style Sweatshirts also available @ £18.95, Polo T-shirts @ £13.50.

Apply: Society Secretary or call at Canal Head Info Centre on Sundays, 12.30 - 5 pm.

■ **GUIDE TO THE POCKLINGTON CANAL** published Nov 1993 by PCAS.

Its 36 pages contain a wealth of information about the canal and surrounding area, its history, geography, restoration and wildlife, with general maps of the area and strip maps of the canal from the Derwent to Canal Head. The guide also contains attractive line drawings and useful telephone numbers and addresses. It is available from Mrs O'Kelly, 15 Chapmangate, Pocklington (near Methodist Chapel), from Melbourne Stores or from Canal Head on Sundays @ £3.50. Copies can be obtained by post from the Society Secretary @ £4.

● **RMBC CRUISING GUIDE TO THE NORTH EAST WATERWAYS** —

This excellent Guide, which includes navigation and tidal water information, maps, photographs, history etc, is available from PCAS. £12.50 collected from York or Pocklington, or Canal Head on Sundays; £14 by post from PCAS Secretary.

■ **HEAD OF NAVIGATION PLAQUES** Handsome oval brass plaques, with a choice of Black or Dark Green background, are available on proof of reaching Head of Navigation by boat; they may be purchased from the Huitson family, Rose Cottage, Melbourne (almost opposite the pub), from the Cross Keys pub itself (courtesy the Landlord, George Andrews) or from S. Nix, York (see inside front cover); £8.50 collected, £10 by post.

● **SOCIETY MARQUEE** (14' x 36') For loan in return for a donation to Restoration funds. Khaki green, somewhat battered but still a useful weather shield for less classy events! Please ring PCAS Secretary for details.

* **OUR THANKS** as ever to Danny and Derek and staff at the WELLINGTON OAK for all their help and support for the Canal and the Canal Society — also to George & Pam Andrews at the CROSS KEYS Melbourne.



SUNDAY LUNCH and AGM APRIL 26

PCAS ANNUAL GENERAL MEETING and LUNCH
at the WELLINGTON OAK at CANAL HEAD near POCKLINGTON
(A 1079 directly opposite Canal Head entrance. Ample parking.)

This is a friendly gathering for members and friends, in the Function Room (*entrance via the Bar*). Do come and join us. Friends are most welcome though only members may vote at the AGM afterwards. Details of the AGM appear on page 7.

Lunch 12.30 for 1 pm AGM 2.15 pm approx.

Lunch: *Choice of starters; Choice of roasts etc, or vegetarian dish, with a variety of vegetables, Choice of sweets or cheeseboard; coffee and mints.* Cost: £9.75 (reduction for Juniors). Pay on the day but **we do need your bookings as soon as possible please!**
Please ring Sheila Nix on **01904 623338**

~ ~ ~ Gifts for the Raffle or the Sales Stall are always welcome ~ ~ ~

EASTER MONDAY CANAL HEAD 11am - 5pm **VINTAGE TRACTOR AND ENGINE RALLY** **See Page 16** ***Helpers needed - do come!***

DATES FOR YOUR DIARY

Sat 16 May	Stall at Sherburn in Elmet Gala
Sun 12 July	Rainbow Festival, East Park, Hull
Sat 18 July	Barmby Feast
Tues 28 July	PCAS on Pocklington Market Charity Stall (full day)

~~~ Goods and helpers specially welcome!! ~~~

Every Sunday, from Easter onwards, we try to have the Information Centre open from midday — weather and helpers permitting!! There, and for the various other PCAS events, additional helpers and goods to sell are always welcome! Please contact S. Nix or B. Ogilvie.

**NB:      PCAS November Lunch 1998 will be on Sunday, 22 November**

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● **WORKING PARTY DATES** PCAS Working Parties normally take place on the SECOND and LAST SUNDAYS of each month; 10 am start. New volunteers always very welcome. Please contact Paul Waddington on 01757 638027 (home) or 01405 763985 (daytime, at Goole Boathouse) for details; or contact Secretary.

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● **SOCIAL MEETINGS** on the **FIRST MONDAY** of the month (excluding Bank Holidays) are held at the **CROSS KEYS, Melbourne, from 8pm**. These provide the opportunity for members to get to know one another and to attract new members. We hope any PCAS members **and friends** who are interested will join us there for a chat and a drink. **DO COME ALONG AND MAKE YOURSELVES KNOWN. ASK QUESTIONS! GIVE US YOUR VIEWS! OR JUST CHAT.**

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