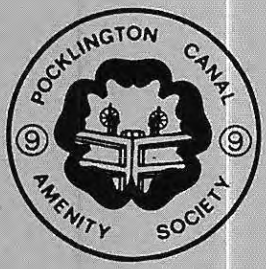
DOUBLE NINE

THE POCKLINGTON CANAL AMENITY SOCIETY

MAGAZINE

November 1986 No. 53

THE POCKLINGTON CANAL AMENITY SOCIETY



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Note: Opinions expressed by contributors to this magazine are not those of the Editor or of the Pocklington Canal Amenity Society.

EDITORIAL COMMENT

The Good News!

This summer has seen lots of good things, including the May Barbecue (despite the rain!). Many visitors have enjoyed the canal and new members have joined and expressed their desire to 'get stuck in' and help. Many gifts have been made to the Society, both in cash and in kind, and the Stall has made pleasant and profitable outings around the neighbourhood at shows and rallies. Woldgate School in Pocklington organised a sponsored walk on the canal. At least two visiting Sunday Schools and a Youth Group spent a day walking the towpath and many more groups have visited. The Society displays in Pocklington during the Arts Festival attracted much interest and favourable comment. BUT - as regards actual further restoration progress it has been extremely disappointing.

Not So Good!

We started the year with high hopes, looking forward to the Waterway Recovery Group's two-week Work Camp at Top Lock in August, and to the completion of at least bridge number 6, probably bridge 7 as well. As reported in our last magazine, the Society's steel construction for both bridges was ready before Christmas but we had a long wait for the BWB pintle which finally arrived by barge from Newark several months later. During this period the two MSC teams and Mr. Norman Thompson, our contractor, have found themselves frequently delayed and put to extra work and transporting of bridge parts to and from the site and the yard, due either to delays in delivery or to uncertainties re the Board's requirements. Needless to say, quite apart from the frustration this has caused, it has also resulted in frighteningly heavy increases in costs for the Society.

Top Lock Delays

At Top Lock some work had already been done and we were confident of substantial progress on the chamber during the WRG summer camp. As many readers will already be aware, that eagerly awaited event had in the end to be abandoned, at least for this year. Despite managing to resolve a series of problems raised by BWB during preceding months the Society had still not been able to agree feasible plans with the Area Engineer for the construction of the dam above the lock. So, with only four weeks to go before the planned starting date for the WRG camp WRG and the Society had no

Melbourne Arm

Meanwhile British Waterways have been enlarging Melbourne Basin at the head of the short Melbourne Arm with a view to constructing and landscaping the area for moorings. The Area Engineer has suggested we organise an opening event for next Spring or summer. Mr. Brian Dice, newly appointed Chief Executive of British Waterways Board, has accepted our invitation to come and perform the ceremony which will probably take place sometime next July. Before the Melbourne Arm can be reached by craft however a number of obstacles need to be overcome, notably completion of bridges six and seven and all that this involves. Two new MSC teams, with two new chargehands, have taken over recently from their predecessors and we hope that work will progress more quickly as various problems are resolved.

Conservation and the Canal

We understand from BWB at Castleford that the Nature Conservancy Council have intimated their desire to see no further restoration of the canal above Melbourne. During the summer we understand they have been carrying out a survey in the area which they will present to the Board. It has always been the view of the Society that the whole of the canal should be restored, and for as wide a variety of interests as possible, but prime among these must clearly be navigation. This must surely be the view of the Board also. We understand it is the wish of the local authority too. We have always maintained that navigation is NOT incompatible with nature conservation and consequently we believe that restoration should go ahead. We DO recognise the need to accommodate a variety of interests and are very prepared to discuss the situation with all concerned, but not at the expense of abandoning proper restoration of the upper reaches. Indeed, if remedial work is not undertaken on certain stretches, both above and below Melbourne, the Canal as such will soon disappear in a solid blanket of weed growth and much of the wildlife with it.

Canal Head Popular With Visitors - We Must Press On!

Whatever may be said about the weedy, reedy state of the canal above Top Lock, there is no doubt about the popularity of the landscaped area around it and the picnic tables there. In good weather a constant stream of visitors come to enjoy this part of the canal, many local families with children or dogs, often a good number of travellers from much further away, tempted by the Picnic Site notices beside the main road, and often organised groups from local schools or organisations. The canal is popular for sponsored walks, for painting, observing wildlife, local history, Sunday School outings. It is the means for many groups to raise considerable sums for charity.

There was none of this while the canal lay derelict and overgrown, when the notice (later stolen!) announced by the roadside 'No Public Right of Way'! Many people have since helped, but it was the Canal Society who first achieved a change of attitude and a start to restoration in the early seventies. We must press on with the work of restoring the Top Lock and the muddy pound below, and of opening up the rest of the canal.

Grand Re-Opening of Melbourne Arm - July 1987

Following the Area Engineer's suggestion for a re-opening ceremony for the Melbourne Arm next summer your committee invited the new Chief Executive of the British Waterways Board, Mr. Brian Dice, to come and do this. We are delighted to report that Mr. Dice has accepted our invitation with enthusiasm and we are currently busy arranging a suitable date, probably in the later part of next July.

Even more encouraging, Mr. Dice has already made time in a busy schedule to come and visit the canal and discuss with us how best we can all speed up the restoration work and provide for future maintenance and improvement. We now look forward to a really first-class well-attended event next July. Boaters, please bear this in mind when planning your next year's programme!

DEATH OF OUR PATRON ERIC SCAIFE

We are very sad to report the sudden death of our long-time patron Eric Scaife. Some of our members had been talking to him only a few days previously. In a busy round of activities in the district Eric Scaife always made time to support the work of the Canal Society. During his year of office as first Mayor of North Wolds he honoured us with his official presence more than once. Many times he and Mrs Scaife came and started the Society's annual Canoe and Dinghy Cruises, and they were quite prepared to get their feet muddy and clamber into small boats. Eric was quietly generous to the Society and gave us a great deal of encouragement, both publicly and behind the scenes, especially in the early days when canals were not as fashionable or popular as they are now.

The Situation So Far At Top Lock

Work has started on the restoration of Top Lock at the Pocklington end of the canal. Besides some work done in 1985 on the bywash by WRG North-West volunteers, a team of about a dozen volunteers from the London Branch of WRG came to the canal for the 1986 Spring Bank Holiday weekend. They worked very hard and achieved a great deal in the time available. The safety fence around the lock was relocated to provide working space around the lock and then the earth removed from behind the coping stones on both sides of the lock in preparation for their removal. this material,which turned out to be a fine gravel, was used to help construct a ramp down into the canal below the lock.

This exercise was of course in preparation for the main Waterway Recovery Group Work Camp which had been planned for two weeks in August. The purpose of this camp was to demolish the unsound walls and remove the debris and silt from the chamber.

The other preparatory work, which was to be undertaken by the Society, was to dam off the canal above and below the lock so that the flow could be diverted via the bywash. This work never took place because we were unable to agree with BWB a method of doing this that was within our capabilities. Consequently the clearing of the chamber could not take place and the WRG Camp was transferred to the Montgomeryshire Canal.

The result is that, despite considerable optimism early in the year, there has been little progress. The experience illustrates once again that we need not only the co-operation of the British Waterways Board but also some commitment from them. BWB seem to be displaying some indifference about the future of the top half of the canal. The Society must work to rectify this so that the right climate exists for restoration.

Work On The Bridges

Number 6 bridge below Melbourne is now just about complete apart from the side rails. The labour has been supplied by the Manpower Services Commission using materials supplied by BWB and the Society. The structural steel work, decking and railings for this bridge and for bridge number 7 (at the end of Melbourne Arm) have so far cost PCAS almost £7000 including VAT. Due to changes in BWB requirements since costs were first estimated we have now had to pay a further £2700 on steel decking which we had not budgetted for to begin with. Mr. Thompson, of Priory Welding and Engineering on the Pocklington Industrial Estate, has been extremely helpful and very patient with us. But he has been put to extra transport and labour costs

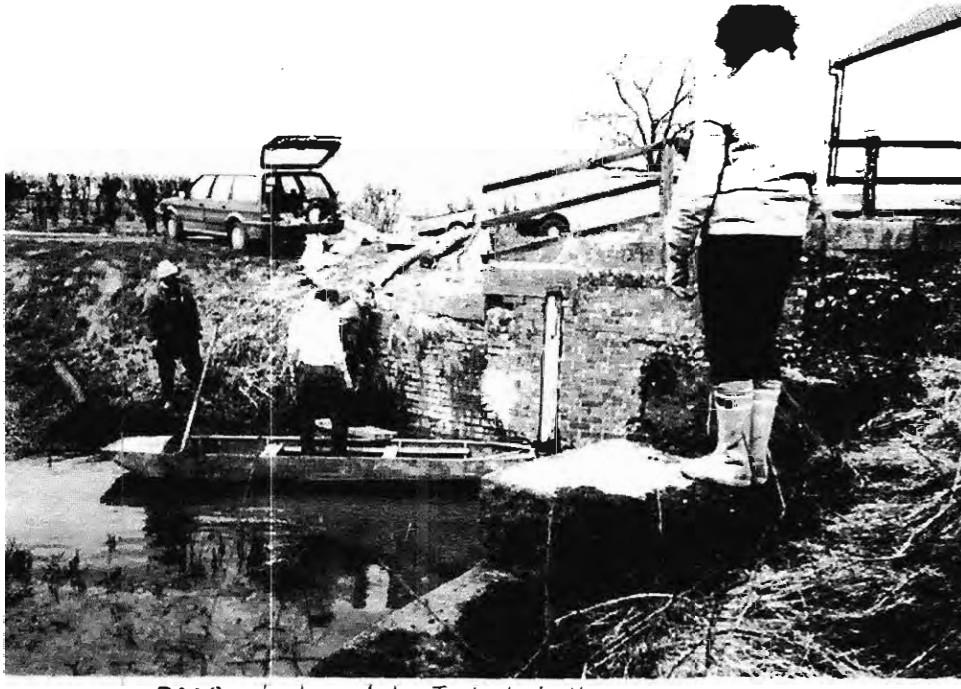
following updated requirements and certain delays and we expect a further bill for labour in due course.

Progress on Bridge 6 was slow for a time while we awaited arrival of the pintle from BWB. This came up by barge from Newark on the Trent. And there have been other delays. But the steelwork and much of the foundations for Bridge 7 are already prepared and waiting so we hope that this bridge will be completed much more quickly.

Melbourne Arm Moorings

British Waterways Board have excavated an extension to the old original Melbourne Arm basin and will soon be levelling and landscaping the surrounding area and planting with suitable trees. A pond is also to be constructed at the end nearest the main canal to provide for frogs and toads etc. The extended basin will then have mooring jetties for boats. This will enable craft to be moored off the main line of the canal and near to essential services.

Supervisor Len Cuttlett with MSC workers at Bridge no. 6 October 1985



PCAS volunteers below Top Lock April 1986

Why Haven't We Had Regular Working Parties This Year?

Many members who express their keenness to get their wellies on must wonder why we haven't found them any work to do on the canal itself recently. We would love to get back to regular monthly working parties but there are a number of obstacles. Some of the tasks once undertaken by society volunteers are currently being done by young people from the Manpower Services Commission. British Waterways Board are not as ready as they once were to see volunteers tackling bricking or similar jobs. Another difficulty is that of finding someone with the time and skills to oversee and organise volunteer work parties if these could be arranged. It is true there are plenty of tidying and 'gardening' jobs which could improve the canal but perhaps there is not quite as much enthusiasm for these as for proper restoration? Much of the effort of restoring waterways nowadays has to go into negotiating with official bodies behind the scenes. We DO hope to have some good, old-fashioned work parties on the canal and we DO appreciate members' keenness. Perhaps, meanwhile, you may be able to help in other useful ways such as collecting items for us to sell, helping with the stall, delivering magazines, offering yourself as a candidate for the committee. Please do get in touch if you would like to. And DO try to come along to the social events such as the November Lunch etc., and meet other members.

MEMBERSHIP REPORT

Since our last magazine I have reminded one or two members that their subs were due and I must say thank you to those who responded promptly and who asked for forgiveness for forgetting, and who included in their membership fees a generous donation.

A special welcome from the Society is extended to our new members.

As our next magazine will be coming out well into the coming year I am once more urging you all to be prompt with your subscriptions. They CAN come BEFORE January if you so wish!

As you will read in this magazine restoration really has moved on recently and in consequence your support is more than ever appreciated.

With all good wishes and Seasonal Greetings

from your

Membership Secretary, Raymond O'Kelly,

15 Chapmangate, Pocklington, York YO4 2BG

THE A.G.M. APRIL 20th 1986

Thirty-nine members attended this year's AGM which followed a Lunch at the Wellington Oak at Canal Head. The main substance of the Report given by our Chairman Richard Walton appears in the earlier pages of the magazine in the account of progress, or lack of, with restoration. The Accounts were in a healthy state, though members should be warned that our Auditors did recommend fairly strongly that we should increase our annual subscription rates! If it weren't for numerous donations we should not even cover the cost of sending out two magazines per year! And we would like really to send out more, as we used to do some years ago.

Committee Elections were the four officers as before and G.Barron, J. Gatenby, P. Waddington, J. Wootton for two years; G.Parkes for one year. G. Atkinson, V. Barron, C. Huitson, R. O'Kelly still have a further year to serve.

OLIVE LEONARD

Once again our thanks to Olive Leonard for addressing the magazine envelopes and for making coathangers and dressing dolls so beautifully.

CANAL HEAD BARBECUE MAY 17th

Despite very damp weather our Barbecue in May was thoroughly enjoyed by those who attended. Fortunately the rain held off long enough for the charcoal to get hot and the pork spareribs to be nicely browned. Our new marquee also did well to keep everyone dry during one or two particularly heavy showers.

About fifty people attended, which was many fewer than expected, but still not bad considering the weather. We made a profit of £60, which included £24 from the tombola and an auction of some of the left-over salads etc. Mr. and Mrs Price at the Mill House were very generous and public spirited to let us use their excellent garden for the evening and actually invited us to come again. So we plan to hold a bigger and better Barbecue again next year, probably on May 16th. Many thanks to our hosts and to the donors of prizes, hot potatoes etc.

Sausages at the barbecue for Yvette Hultson and her brothers Michael and Allen (front), of Melbourne.

NORTHERN ROCK HELP THE CANAL AGAIN

The offices of the Northern Rock Building Society occupy a prime corner site in Pocklington and we are very grateful to them, and especially to their skilful display expert Mrs Margaret Watson, for allowing us the use of one of their windows on two separate occasions this year to publicise the canal and the work of the Society.

OUR TRADITIONAL NOVEMBER SUNDAY LUNCH - SUNDAY 16th NOVEMBER

This year's pre-Christmas Lunch is to be on SUNDAY 16th NOVEMBER. Once more we are trying a new venue and have booked lunch at the well-known CORNMILL at Stamford Bridge. On the Derwent instead of the Canal, but not far away and easy to reach from the outer York Ring Road or from the East Riding, as well as for local members. Lunch will be traditional roast beef and Yorkshire pudd, with home-made soup, choice of sweet and coffee, at a cost of £5.50 for adults and £3.50 for children. We shall be in a room to ourselves and shall have the usual Stall and Raffle. The beautifully restored mill is worth a visit in itself. Our Christmas Lunch is always a happy occasion and we look forward to a bumper attendance. If you are new or haven't been before, DO come and meet us all! Gifts for the Stall and the Raffle will be very welcome as we need to raise funds more urgently than ever!

We have to give numbers a week ahead so PLEASE BOOK EARLY and no later please than November 9th. It may be possible to squeeze one or two latecomers in but we must have main numbers by 9th November. Bookings to York (0904) 23338 (evenings, weekends) or Scarborough (0723) 891 194 (Chris Gatenby).

PCAS AND THE POCKLINGTON ARTS FESTIVAL

Regrettably PCAS didn't manage a float in the highly successful Arts Festival parade in May. We just didn't have enough 'people-power' to get one ready in time. But we did put on an eye-catching display of photographs and information at the big exhibition at Woldgate School, an exhibition which put both Pocklington and the canal fairly and squarely on the county map. We were very pleased to be invited to take part in such a well organised and attractive festival.

RADIO HUMBERSIDE BROADCAST ON BOARD "DOREEN" ON THE CANAL

As part of our waterway publicity effort for 'National Waterways Summer' we persuaded Radio Humberside to come aboard the Calder Navigation Society's Windermere launch 'Doreen', then visiting the Canal, and do a live broadcast. This was on Saturday July 19th. The following day Society committee members and friends were able to have a trip on 'Doreen', stopping off at Sutton on Derwent for lunch and getting up as far as Stamford Bridge in the afternoon, before returning to Cottingwith. It was a perfect summer's day and the perfect way to observe the hundreds of dragonflies and wild flowers. Our thanks to Colin Scott and his helpers for bringing 'Doreen' all the way from her home waters in the West Riding and making her available.

Donations To The Society

Many members regularly include donations when renewing their annual subscriptions. Many of you contribute handsomely by giving us items to sell, including paperbacks and other books, silver foil, second-hand jewellery, and all kinds of things suitable for raffle prizes or to sell on the stall. Various groups have made donations following trips on the workboat. Impossible to list them all individually, there are far too many. But we are VERY grateful. We WOULD like to say a special thank you to the Kent and East Sussex Branch of the IWA for a gift of £50 and to Mr. A.J. Horne for a donation of £60. Mr. Horne's gift was in addition to the pictures he has either given us or of which he has allowed us to take half of the proceeds when sold.

The Society Sales Stall 1985/6

Apart from various Society functions such as the Film Evening in Pocklington and the AGM, we have taken our stall to the DNAA Gala, Driffield Show, Barmby Feast, Bishop Wilton Show, Bridlington Market, Howden Show (two days) and Ripon Locks Opening. All items we are able to sell in between also benefit the stall funds. In September 1986 the stall account stood at £1381. We have transferred £1000 to the main Society account to help meet the bills for restoration of the Melbourne bridges. Many thanks to all who have helped to raise this excellent total. Please keep all these saleable items coming! Christmas stocking fillers etc will be gratefully received for the stall at the November 16th Lunch at Stamford Bridge.

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YORK ANGLING ASSOCIATION GIVE UP CANAL FISHING

York Angling Association, one of the oldest angling groups in the York/Pocklington area, have leased the fishing on the Pocklington Canal for many years now. But, following BWB's recent change of policy on fishing rents on their canals, the YAA have reluctantly decided they must break their long tradition. Mr. John Horsley, their Secretary, said they were being asked for a 500% increase in rent and did not have that kind of money. BWB consider the increases are in line with present day costs.

PCAS have always had a very happy relationship with the York Angling Association on the Pocklington Canal and we are sorry that they have felt obliged to leave us. Fortunately this has not stopped the award of the Junior Angling Trophy which the Canal Society presented several years ago at the suggestion of the YAA to encourage young fishermen. Now it has to be fished on the River Derwent instead of on the canal.

PCAS JUNIOR FISHING TROPHY AWARDED

Competitors for the summer event came from local schools and were organised by local teacher, Mr. Dave Carr. Winner of the Trophy was Woldgate pupil Mark Rathbone, pictured standing left. Runner-up was James Edwards, also from Woldgate.

CONGRATULATIONS TO JOHN GAGG

John Gagg has recently resigned from IWA Council. Council has conferred Honorary Life Membership of the IWA on John to mark his signal contributions to the Association's campaigns and deliberations. Congratulations to John! Keep up the good work!

A FRIENDLY CANAL

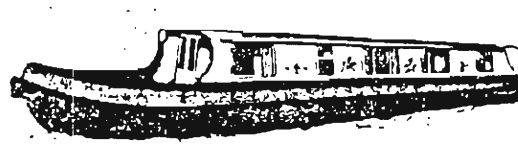
PAUL WADDINGTON describes a visit to the CHESTERFIELD CANAL in October 1985 aboard the narrow boat 'Land of Green Ginger'.

The Chesterfield Canal was one of the earliest canals to be built and had as its engineer none other than James Brindley. It is approached from the tidal section of the River Trent and it meanders through pleasant rolling countryside in the county of Nottinghamshire. The navigable section is 26 miles long and has sixteen locks, most of which are of the standard dimensions which we associate with James Brindley's canals.

'Land of Green Ginger' had been berthed at Goole so we approached the Chesterfield Canal from the north via the Stainforth and Keadby Canal. There were thirteen miles of the Trent to navigate but with the tide behind us it only took a couple of hours. The day was windy and the river was choppy but by using the last of the flood we had a comfortable passage and reached West Stockwith Lock just as the tide was turning. This seems to be the best plan as it makes entry into the lock very easy.

Just inside the entrance lock is Stockwith Basin with a boatyard and also some old warehouses and canal buildings. The boatyard has a well stocked shop and is a convenient place to buy your copy of the excellent guidebook published by the Chesterfield Canal Society. From Stockwith Basin the canal is carried on an embankment (unusual for a Brindley canal) to the first two locks at Misterton. These are broad locks, 14 foot wide, but craft this wide cannot use them as there is a narrower bridgehole at Stockwith.

It had started to rain at Stockwith, and continued for the rest of the day. But we had to press on as we had already stationed our car at Drakeholes Basin. So we worked the locks in the rain and incidentally noted a feature of all Chesterfield locks. The straps that hold the heel posts at coping level incorporate some links of chain.



It was somewhere around here that we discovered another feature of the Chesterfield. The canal is very shallow and it is difficult to get near the edge in most places. This also makes progress very slow and a cruising speed of two miles per hour seems the norm. We pressed on through Shaw Lock and Gringley Top (both narrow locks) in even heavier rain. By this time our waterproofs were totally saturated and the only relief from the wet was our passage through Drakeholes Tunnel. Our mooring was just the other side, right by the Griff Inn. 'Land of Green Ginger' was to stay here for three weeks before the cruise continued.

It was a fine Saturday towards the end of October when we set off again. There were four of us now and we had decided to have a very leisurely week so that we could really enjoy the Chesterfield. Only a mile along blackberries were spotted in the hedge and these were too tempting to pass. In fact fruit picking became a daily routine. It is a long pound to Whitsunday Pie Lock but there was plenty to observe as we went along. At Clayworth there is a fine selection of boats belonging to the Retford and Worksop Boat Club, and there was plenty of activity in the fields. We passed one copse where a shooting party was in progress. It was highly organised with dozens of beaters, but I was pleased to see that most of the birds got away!

Our destination for the evening was Hop Pole Bridge just outside Retford. The mooring, typically, was not too good being very difficult to get close to the edge. After trying a few spots we found one where a ten foot gang plank would just reach the towpath.

Next morning, after talking to another boater who was out mushrooming, we cruised into Retford and spent a couple of hours exploring this fine town. It has a spectacular market place, narrow streets and a pleasant park.

Retford Town Lock is the first of the ten narrow locks on the navigable part of the canal. It is in a picturesque area and the towpath was being improved and tastefully landscaped.

Beyond the lock a narrow aqueduct takes the canal over the River Idle. The numerous trees had taken on their autumnal colours and a few leaves had already fallen to float on the surface of the canal. The trees with their reflection in the water looked very pretty in the clear air beneath a blue sky.

After West Retford Lock the canal meanders for a couple of miles through open, rolling countryside before a further four locks are met. These are the Forrest Locks and in this area the canal is lined with tall sweet chestnut trees. Although

the fruit was ripe they were poor specimens and we put this down to the very poor summer. However we were not totally disappointed because an apple tree was spotted in the hedge and this did yield excellent fruit. After this blackberry and apple crumble featured on the menu nearly every day.

The next place of interest is Ranby where the canal is crossed by the A1. The traffic is a bit noisy but this does not seem to disturb the fish. The Chesterfield Canal is noted for its fish but the part round Ranby is exceptional. The clearness of the water allows you to see that the bed is a seething mass of fish. Most are small but you can see the occasional one three feet long! We decided that Ranby was too close to the A1 and its traffic to moor there so we pressed on through Osberton Lock and reached Worksop just as it was getting dark.

We visited the Canal Tavern in the evening where boaters are encouraged to sign a book. The landlord will give you a red star in return which entitles you to write away to the Chesterfield Canal Society for a head of navigation plaque. The next morning we had shopping to do and we also had a change of crew. This gave us an opportunity to relocate our car as we were planning to end our cruise again at Goole.

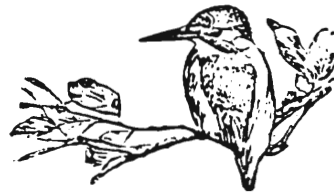
There was one more lock, Worksop Town Lock, to navigate and some canal to explore by foot. The actual head of navigation is Morse Lock where we moored. Three derelict locks take the canal up to Rhodesia a distance of about a mile. The structure of the locks looks fairly sound except that the coping stones together with the top few courses of bricks have been pitched into the chambers. The bywashes also look good although the water has been made to cascade down through the lock chambers. To my eyes the restoration of these three locks would seem simple, but there is a more difficult obstacle in Rhodesia where the road bridges have been lowered.

Back at Worksop we took on water at the old Pickford's Warehouse which is now part of the BWB yard. This is the only remaining example I know of a warehouse which actually spans the canal. It is a fine brick building with shuttered windows.

The return journey was equally enjoyable. The canal passes right by the back door of Osberton Hall. We moored at Ranby, choosing a spot as far away from the A1 as we could find. In the morning we were impressed to find a BWB gang cutting the grass. Not only were they at work soon after 8 a.m. but they also seemed to tackle the job with enthusiasm. They had modern equipment in the shape of a miniature tractor with a mowing scythe fitted. Indeed the standard of maintenance on the whole canal is high.

The trip back was punctuated with stops for blackberries and applies. The next evening we moored outside the Boat Inn at Hayton. This was the only occasion when we ate out and we enjoyed an excellent bar meal there. We could have gone into the restaurant but decided to have our meal round a roaring fire.

A feature of the next day was the amount of wildlife we saw. There were several herons guarding their territories on the canal, but our most exciting encounter was with an unusually friendly kingfisher. This particular bird, after flying ahead of us for about a mile, decided to perch on a branch overhanging the canal. 'Land of Green Ginger' glided past and we stood still and admired its beautiful colours from a distance of about four feet. It was an experience I expect to remember for a long time and a fitting climax to our visit to the Chesterfield Canal.



Paul Waddington.

WOLDGATE SPONSORED CANAL WALK

Pupils from Woldgate School in Pocklington walked the length of the Canal on July 8 to raise funds for a new school mini-bus. The walk was organised by Mr. Brian Walker. Before the walk he and other teachers involved pupils in the history, geography, science and other aspects of the canal.

A CLOSE SHAVE FOR THE SOCIETY WORKBOAT

During the summer Society volunteers have shaved off eighteen inches from the cabin of the workboat so as to lower the roof. It may not be beautiful but at least she can now get under Baldwin's Bridge and soon, we hope, to Melbourne Arm. (Baldwin's is the one the Society rebuilt as a fixed bridge when there wasn't enough cash on hand for a new swinging span. It is high enough for most craft to get through but not quite as high as we would have liked. Height was governed by the space available for the approach ramps.)

WASTE PAPER COLLECTION

Some canal societies raise as much as £2000 per year by organising collection and sale of newspapers and computer waste etc. We are a very scattered area but if anyone thinks he or she could do anything in this line we'd love to hear from you! Likewise for scrap metal or rags etc. etc!

CALENDAR OF EVENTS

Thursday November 6th	PCAS Committee Meeting
Friday November 7th	IWA Leeds, Victoria Hotel 8 p.m. L.A. Edwards
Sunday November 16th	PCAS Lunch Corn Mill Stamford Bridge
Thursday November 27th	PCAS Committee Meeting
Friday November 28th	IWA Cottingham David Tomlinson 8 p.m. at Derby & Joan Club, Finkle Street
Saturday December 13th	IWA Christmas Party at 15 Princes Avenue, Grimsby

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For details ring: MELBOURNE 271

HUDDERSFIELD CANAL SOCIETY GIVEN USE OF £1.2 MILLION!

Reported in Stratford upon Avon C.S. Newsletter that Bob Dewey had told them in a talk on the Huddersfield Canal recently that, with the passing of the Greater Manchester Council, unspent funds of £1.2 million were put at the disposal of the Huddersfield Canal Society. Would that WE had had a Metro Council!

WEY AND ARUN CANAL TRUST SPONSORED WALK RAISES OVER £7000

The Way and Arun Canal Trust expect to raise over £7000 from their annual sponsored walk, held last June.

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SUNDAY NOVEMBER 16th - SUNDAY LUNCH

At the CORN MILL at STAMFORD BRIDGE

12.30 for 1.00 p.m.

This is an informal social get-together full details on page DO come and join us! Traditional Sunday Lunch and coffee £5.50 each £3.50 for children. Christmas Stall and Raffle. (Contributions very welcome!)

Pay on the day but we MUST HAVE NAMES AND NUMBERS PLEASE BY NOVEMBER 9th at the latest.

Please ring York (0904) 23338 or Scarborough (0723) 891 194 Evenings or Weekends.

FOR SALE

GUIDE TO POCKLINGTON CANAL by Peter Hardy

GUIDE TO DRIFFIELD CANAL by Peter Hardy

GUIDE TO RIVER DERWENT by Yorkshire Derwent Trust

£1 each post free

from S. M. Nix, 74 Westminster Road, York YO3 6LY

- also... interesting booklet on THE HULL AND COTTINGHAM CANAL PROJECT by R. Bain... 50p