

DOUBLE NINE



Quarterly Magazine
of

THE POCKLINGTON CANAL
AMENITY SOCIETY



MARCH 1976

No. 29

The Pocklington Canal Amenity Society



Registered Charity 500637

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EDITORIAL COMMENT

HAPPY NEW YEAR! THE FOURTH BRIDGE IS HERE

To all our readers a belated Happy New Year! You will be pleased to know that the first three new swing bridges (i.e. starting from Storwood) are now in place, complete with machinery, and work goes on apace on the fourth (For more details see page 6) With Gardham Lock already operational since last July, this leaves only three more bridges to get us to Melbourne and Thornton Lock. The financial arrangements for these are currently under discussion between BWB and the local authorities and it is reported that the amount required for the conclusion of this first phase from Cottingham to Thornton will now be available in 1977/78.

TARGET '79 - COATES BRIDGE!

Work is expected to continue on phase two, from Thornton to Coates, with further monies allocated for 1978/79. This means that, by 1979, we can look forward to having the restoration for canoeing, cruising and angling completed to Thornton in 77/78 and to Coates Bridge by '79, with the remaining section to Canal Head in use as a nature reserve and for walking, fishing and kindred pursuits.

GRANT SLOWDOWN DUE TO ECONOMIC CRISIS

What has happened is that some of the money originally allocated for 1975/76 has had to be postponed, with part of the Humberside C.C. grant now coming in 77/78 and the remainder in '79. Disappointing certainly but understandable in the present economic crisis. Be reassured! Canal funds have not 'run dry' - despite one or two recent newspaper headlines to that effect! - it is simply that in company with many more amenity monies they have been put 'on ice' for a while, which seems reasonable in the circumstances.

ENGINEER ONCE REMOVED - IAN M. WALKER

And at this point, with the restoration well on the way, we would like to thank Ian Walker for all his help during the last seven years while he has been BWB's Area Engineer at Castleford. He left

Yorkshire at Christmas to move to Upton-on-Severn, near Gloucester, where he is now B&WB Principal Engineer South. We are sorry to hear he started the new job with a spell in hospital. We hope he is now fully recovered, and we wish him and all the family the best of good fortune in their new surroundings.

DEVELOPMENT DOUBTS

Pocklington Canal restoration being the first of its kind in this area has meant that the public mostly have no real yardstick to measure events by, and there is a public relations exercise which needs to be worked through. Understandably enough there has been some local concern regarding the possible effects of development on the canal, and this has led to a number of meetings being held recently in Melbourne. They were arranged respectively by the Village Trust, the local Liberal Association and the Melbourne Parish Council.

FULLER FACTS TO COMBAT FEARS

These meetings were attended by the Society Chairman, Eric Lount, Councillor Peter Barker, Councillors Norman Atha and David Naylor and Mr. R. Smith, Chief Planning Officer for North Wolds, respectively. They outlined the background and planning and the projected effects of restoring the canal, and this certainly allayed some of the fears which had arisen - many of them due, largely, to a lack of full information. Proper information IS important and both the Society and the various authorities are concerned that it should be readily available.

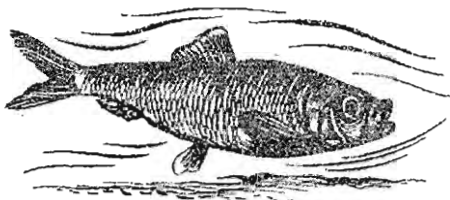
PROPOSED OVERALL PLAN FOR THE CANAL AREA

In this connection the Borough of North Wolds, who are the local Planning Authority, have given an undertaking to local residents that no decisions will be implemented until a British Waterways overall plan for the canal has been approved.

THE ONE THAT GOT AWAY - TO A PROMISING START!

At the invitation of the York Anglers' Association (who have the fishing on the canal) EAL and SMN on behalf of PCAS, and R.O'K for the Boat Club, met the Anglers' committee at the home of their Chairman, Mr. T. Ridsdale, at Walbut Mill, just before Christmas.

The Anglers' new officials are keen to liaise with all other interests on the canal and the evening, as well as being very enjoyable, proved most useful for all. Regular liaison is now envisaged. The Anglers have increased their numbers considerably this winter and foundations have now been laid from which we can work to our mutual benefit (see also page 23)



MEETING WITH YORKSHIRE NATURALISTS' TRUST - NOVEMBER '75

In an effort to coordinate conservation interests on the canal, Dr. Usher, Chairman of the YNT Scientific Committee, invited representatives of the Nature Conservancy, the University of York Biology Dept, the E. Yorkshire Conservation Council, BWB and PCAS to a meeting with them in York last November. BWB were represented by G. Turner (Amenity Assistant) and Clive Wren (assistant to the Architect/Planner at Rugby)

Matters of concern to the Naturalists were discussed and the restoration plans for the canal were closely scrutinised. Perhaps the most important point to come out of this meeting was, once again, the pressing need for a much better interchange of information, of all kinds and between all groups, or individuals who may have interests in the canal area.

We are particularly grateful, in this connection, to Dr. John Lawton of York University Biology Department, (no relation to Chris Lawton) for offering to write for us the article on pages 10/11. In it he explains, in terms we can all understand, what the biologists are after. We hope this may be only the first of a number of articles explaining various interests (including our own!)

CANALPHONE!

RING 01-723-8485 to get BWB recorded message about stoppages, waterway events etc.,

NEW BOOK ON CANAL ARCHITECTURE FROM BWB

Sir Frank Price recently launched a new book, published by the Board on Canal Architecture. He said that the Board had won a number of awards for European Architectural Heritage Year projects and had gained a special award for continuing contributions to conservation. Further projects to restore and improve canalside buildings would be carried out in 1976 and in future years, he said. (BBC's 'Nationwide' showed an excellent bit of film and interview in this connection on 26th February - though they didn't get as far as Pocklington, of course!)

THE LOCK HOUSE, CANAL HEAD

As it is likely that BWB will eventually rehouse their local employees PCAS sought an assurance that the old Lock House at Canal Head, at present occupied by Mr. Henry Richardson and his family, would not be demolished. Sir Frank says the Board are keen to conserve canalside buildings. This house should most definitely be one of them! It is of historic interest and it forms a most attractive feature of the Canal Head area. We have few canal buildings on the Pocky - all the more reason to safeguard those we have! This also applies to the old warehouses by the basin, though these do not belong to BWB but are in private ownership. We are glad to hear from the Estates Department at Leeds that they are now seeking alternative uses for the Lock House if it should cease to be used as a dwellinghouse. We have no doubt Mr. and Mrs. Richardson would enjoy a more labour saving abode, but this house must certainly be preserved intact!

ARE AMENITY ASSISTANT, BWB CASTLEFORD

We welcome Mr. Gerald Turner, BWB's newly appointed Area Amenity Assistant based at Castleford. This is one of four similar appointments made to deal more adequately with the increasing emphasis on amenity matters on the waterways. Gerry Turner is clearly an enthusiast and a well-informed one. He has already attended several meetings concerning Pocklington Canal with the Yorkshire Naturalists' Trust, and the various Local Authorities. He is to speak at the Boat Club's AGM this month, and has already made himself known to some of our members at the Society's Annual Dinner in February (see page 14).

BOAT CLUB PENNANTS, price £1.50 plus 25p post and packing; available from the Boat Club and from PCAS. PCAS ENAMEL BADGES for members 40p plus post and packing.

THE RIVER DERWENT

Revised Parliamentary Bill Welcomed

Following strong objections from the Yorkshire Derwent Trust, the Local Authorities and others, to its original controversial Yorkshire Derwent Bill which sought to gain control of the navigation, the Yorkshire Water Authority has now submitted a greatly revised version. The revised Derwent Bill, which deals chiefly with pollution control is generally acceptable and we welcome it.

Yorkshire Derwent Trust

PCAS also wish the Derwent Trust all success in its continuing efforts to restore the Derwent and to procure a responsible and viable navigation authority for the river which will safeguard the interests of all kinds of river users.

The Yorkshire Derwent Society

We are also delighted to know that our neighbour the Yorkshire Derwent Society is alive and well following an extraordinary general meeting last November which produced a resounding vote to keep the Society going despite the doubts of a group of its members.



WALTER OLDFIELD

It is with the greatest sense of loss that we report the death just before Christmas of Walter Oldfield. He was one of our original founder members and had served on the committee with only a short break to move house on retirement. Cheerful and kindly of manner, he was a regular helper at shows, rallies and in many other ways. He was also a founder member of the Boat Club. We extend our deep sympathy to Mrs. Oldfield and their son.

The book commended by Sir Frank is CANAL ARCHITECTURE IN BRITAIN a 40 page paperback, 60 colour illustrations, £1.50p. from BWB (p.&p. 30p)

WORK ON THE CANAL

WORK PROGRESS ON THE CANAL - BWB AND VOLUNTEERS

Swing Bridges - BWB

The new, workmanlike steel swing bridges built for BWB are now in place at Storwood (two) and over the restored lock at Gardham. At Douthwaite's the concrete and brick base and the swinging gear are about ready to receive the deck itself, which is at present sitting on the lighter on which it was successfully carried up the canal after various adventures on the Derwent one foggy day when the lookout plumped for the wrong hawthorn bush!

Church Bridge Facelift

BWB's Operation Bridgeguard squad are doing a magnificent job on this very special road bridge. They are systematically repointing and repairing all the old brickwork with the old, small bricks, The curving buttresses, pillars and parapet look superb. (And to think someone once proposed putting a flat concrete horror in its place!!)

Trees

Our thanks to Mr. Harold Worner of Hull for replacement trees for some that were vandalised near Cottingwith.

Canal Head - Pocklington Grammar School Volunteers

Mr. Robert Peel and five or six boys from Pocklington School have been doing a first-class tidying job around the Canal Head basin. They have cleared back the spoil which had gradually been washed down by the weather onto the coping stones. One or two of the massive coping stones on the lower corners need resiting. That apart, the basin surround now looks most handsome. The daffies are all in bud up there too.

Working Parties

There are volunteers ready and willing to come and tackle a worthwhile job of a weekend, though we still lack a permanent WPO (Could you do it??). Main problem at present is to find jobs worth bringing them in for! We do hope shortly to get together with BWB and others concerned to try to work out a longterm scheme of work which volunteers can usefully tackle

THE ANNUAL GENERAL MEETING

WOLDGATE - SAT, MARCH 27th

Election for Officers and Committee for 1976/77

All four Officers retire annually. The present four are all willing to stand again.

Of the nine committee members the four with the most votes serve for two years, whilst the remainder serve for one year. M. Ingleby A.M. Newell, and F.E. Steels still have a year to serve. We have sadly lost Walter Oldfield who died in December; Chris Lawton had to resign when he left the district; and G. Alden, J.R.Henderson D.E. Lount and R.O'Kelly retire. JRH, DEL, and R.O'K are willing to stand again.

Nominations duly proposed and seconded, and agreed by the candidate should please reach the Secretary (or Chairman) by Monday, March 22nd if possible

THANKYOU sincerely to all present committee members. Now please send in nominations for new candidates! We are on the brink of all sorts of exciting developments. We do need plenty of new helpers with new ideas alongside those who have already been at it for some time! Don't wait to be asked - if you would be willing just let one of us know! We'll do the rest! And, as we've said before, we do work hard but we do enjoy it as well.

Agenda for AGM: Apologies, Minutes of last AGM, Chairman's Report, Treasurer's Report and Accounts, Election of Auditors, Election of Officers and Committee, A.O.B.

As soon as the business is concluded there will be a SLIDE/TALK by FRED SCHOFIELD (see page 28) PLEASE DO COME! WE NEED YOU!

P.S. Could you contribute a Raffle Prize for the AGM?



'PONTY' REOPENED AFTER REPAIRS

Telford's historic Pontcysllte Aqueduct over the River Dee near Llangollen is open again for Traffic following extensive structural repairs by BWB. It was closed last June when a crack was discovered in one of the arched supporting ribs.

HAVE YOU paid your sub, yet for 1976 ? ? ?

PROPOSED YORK RIVER CHARGES - STORM OF PROTEST !

York Recreation and Amenities (!) Committee has recently announced proposed new charges for pleasure boats using the ten miles of the Ouse through York. The charges range from £4. for a canoe or dinghy to £44 for a 60 footer, and not surprisingly, there followed a storm of protest in the local press etc., Cllr. Richard Oxtoby hastened to assure us that the figures have to be ratified by the full City Council and that they were only 'proposed ones' !

Meanwhile a widely attended meeting of river users was held at York Motor Yacht Club to coordinate objections and make suggestions to the Council. Pocklington was represented, and PCAS has also written to the York Council. Most people appreciate the need for SOME charge but York's proposed figures for ten miles far outstrip those made by BWB for some 2,000 miles! And whereas BWB include the use of locks, water points, overnight moorings etc., facilities on the Ouse (other than at private yards) are minimal.

We stressed the need for better facilities and for consultation with recognised bodies. Most of our boat owners are NOT wealthy. A pity if York ended by driving them elsewhere just as more of them are beginning to discover the city's charm.

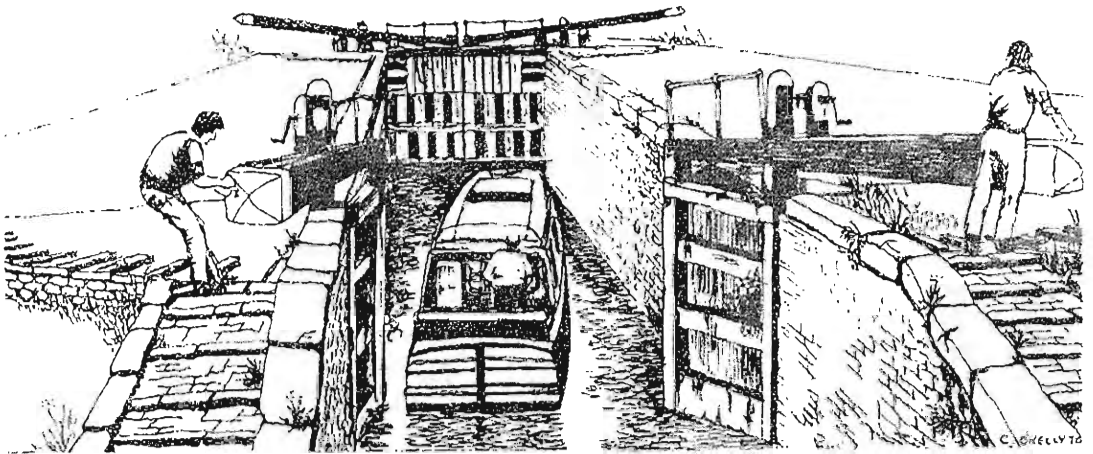
P.S. The chief public moorings are beside the Museum Gardens with mooring rings provided as a direct result of the York Rally of Boats in 1971, organised by IWA and local Clubs and Societies, including PCAS.

'WATERWAYS NEWS' PICTURE - CANAL FOR UPGRADING ?

BWB's WATERWAYS NEWS for February carries an attractive picture of Pocklington Canal, one of four 'Remainder' waterways featured on part of the front page. It shows the lovely view from Thornton Lock tail with cows in flowery meadows. The Minister of State for the Environment has told Parliament that he intends to consider BWB's application to upgrade some of the Remainder waterways.

(P.S. WATERWAY NEWS is published monthly by BWB and is available to the public for £1.50p per annum. Apply to the Editor: BWB, Melbury House, Melbury Terrace, London NW1 6XJ)

PCAS have again been awarded the Inland Waterways Association N.E. Region's silver cup. We won it first in 1972, for an 'outstanding contribution to the waterways cause in the north-east'. It was presented at the IWA Region Dinner at the Station Hotel, York in January. It was on view at our own Dinner in February at Yeadon Airport.



CHRISTOPHER JOHN O'KELLY

Christopher, aged 23, was the only child of Margaret and Raymond O'Kelly, Assistant Secretary and committee members of the Society. Christopher and three friends were all lost in a light aircraft that went missing off the Essex coast on January 4th on a return flight from a day in Amsterdam. Despite intensive searches no traces have been found.

Christopher had been working in London but contributed several drawings to '99' including one of the boatyard below York's Guildhall last June. He gave us the drawing on this page for '99' quite recently.

A memorial service for Christopher and his friends was held in Pocklington at which the Society and the Boat Club were represented. We offer our deep sympathy to Margaret and Raymond.

THE POCKLINGTON CANAL THROUGH A BIOLOGIST'S EYES

To most of you, a canal is obviously something you should put boats on. But to other people, it might be all sorts of other things - to the angler a place to fish, to the family a place to walk, or to the corporation a place to dump rubbish. My concern for the Pocklington Canal is as a Biologist.

For just over two years, the Biology Department at York University has had an agreement with the British Waterways Board which allows us to use the canal between Coates Bridge and Thornton Lock for teaching and research purposes, and to manage the Bielby Arm as an aquatic Nature Reserve (in consultation with the Regional Officer of the Nature Conservancy Council). We carry out these activities under licence from the Board, and of course the University pays for the privilege. We put it to a variety of uses, the most important being for teaching second year students something of the basics of freshwater biology (with classes of fifty and more), as an area where third year students who are specialising in ecology can carry out more detailed work, and as a main study area for a number of post graduate students. At the moment, I have four post graduate students whose work is based entirely on the canal.

Why use the canal? The answer is very simple; there just isn't anywhere any nearer York that provides such an abundance and variety of freshwater organisms, both animals and plants. Compared with the canal, the University lake, for example, is about as biologically sterile as pea-soup, and much the same colour - good for ducks and little else! The same is true over a wide area of the Yorkshire Plain; drainage, infilling and pollution have taken a tremendous toll of freshwater habitats during the last 20 years, so that areas like the canal are harder and harder to find. And here lies a problem. The canal was built to carry boats, in an age when the early naturalists had plenty of other places to pursue their interests. Their modern-day counterparts, in contrast, are left with very little else but the canal. The restoration of what most of you would regard as the status quo (a 'working' canal) could therefore represent a genuine and irreparable loss to the biologist, who no longer has anything better. This is not an unusual problem in this small, overcrowded island. Indeed, except for tops of the mountains and the seashore there are probably no 'natural' habitats left in Britain. All are more or less artificial and modified by man; a canal just happens to be more obviously man-made than many others.

The canal is biologically interesting in two, ultimately related ways.

THE OLD CANAL

Man built her for commercial ends
- Industrialism's rising tide -
Now mother nature makes amends,
And casts her mantle far and wide
Along the old canal

Afloat on a ribbon of silver light,
Reeds sway to us as we pass
The coots and voles, whose sudden fright
Scatters them in the tussock grass
By the edge of the old canal

A flash of iridescent blue
Across the water green and cool
And willow curtains hide from view
The skilful 'fishers' private pool
As we move down the old canal.



In stately elms the rocks still cry
Their ragged and persistent call,
Whilst hunting swallows swiftly fly
From bank to barn and church and wall
At the side of the old canal.

At evening, with the wavelets stilled,
The rustling life comes crowding round
Like lapwings on a field new-tilled,
Here on the old canal

For the smell of the water o'er the weir,
And the talk of the whispering reeds
Where the nervous moorhens disappear
From mysterious waving water weeds;
For the slow-winged herons awkward guise,
For the friendly wagtail's perky poise,
For innumerable fishes' rise,
For total lack of dirt and noise,
- We're glad of the old canal!

by. E. Farndale Free.

PCAS ANNUAL DINNER FEBRUARY 21st 1976

Several members had suggested a change of scene to Francis Loft for this year's Dinner. So, on Saturday evening 21st February, a coachload travelled (not without some false starts!) from Pocklington to the Leeds/Bradford Airport at Yeadon where we met up with further guests to enjoy what all voted to be one of the best dinners yet. Following a first-rate meal our Chairman welcomed our speakers, Mrs. Jean Tallantire, Senior Regional Officer of the Yorkshire and Humberside Sports Council, and Mr. Gerry Turner BWB's new Area Amenity Assistant based at Castleford (He lives at Goole which is right in our 'patch'). Many comments have since been received on the excellence of their respective speeches, and as Gerry Turner remarked, the timely arrival of a 'flying narrowboat' on the tarmac just outside during dinner set the seal on the occasion! Once again we are all greatly indebted to Hilda and Francis Loft and to Eric Grewer for making the arrangements and MCing the evening for us.

CHRISTMAS FAIR AND SOCIAL DECEMBER 5th 1975

Despite the disappointing attendance at this event at Melbourne Institute, the evening resulted in a modest profit. Those who did attend enjoyed a really excellent buffet supper and spent generously at the stalls. Mabel Smith's painted stones were on sale for the first time and caused much interest and admiration. Our thanks to all who helped.

B.T.H. TRAILERS

BOAT TRAILERS FOR LIGHT DINGHIES, CRUISERS,
DEEP "V" POWER CRAFT,
DEEP "Q" SAILING BOATS,
ALL OTHER TYPES OF TRAILERS.

Local Agent: E. EXLEY, Cherrytree Cottage,
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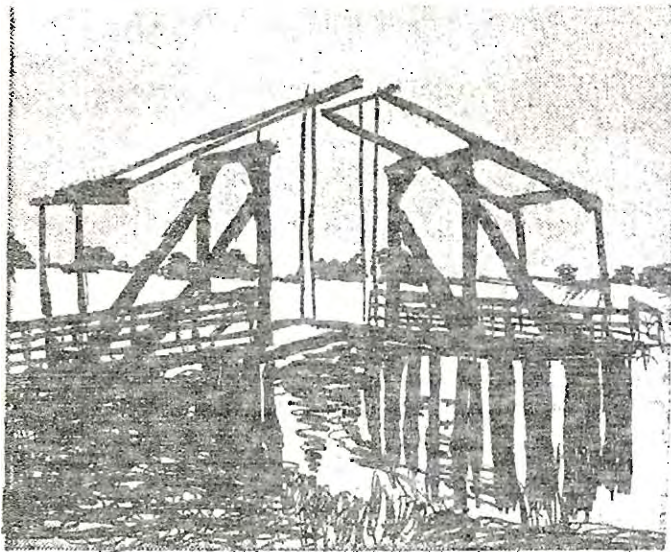
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OLD 'VAN GOEH' BRIDGE FROM WHELDRAKE DESTROYED BY FIRE

The old wooden lifting bridge which used to span the Derwent at Wheldrake (since replaced by a concrete 'ugly'!) and which was stored at York's Castle Museum ready for re-erection in a Folk Park, was destroyed last November 9th by fire, when vandals got into a museum store. By the time the brigade arrived it had burnt out.



There are scant remains of a similar lifting bridge on the river at Wressle Castle, where the Centre span is missing. There is one other, still in use as a foot bridge to and from the Wheldrake Ings Nature Reserve, just upstream from the mouth of the canal at Cottingwith. (Best approached from the WEST side of the Derwent near the Ferry Boat Inn at Thorganby) Our member Miss Susan Farnell, who used to live at Thorganby as a child, well remembers

the old bridge complete and in working order.

The superstructure of this bridge has long since disappeared, of course, and only the actual bridge part remains now. Would it perhaps be possible to reconstruct the old wooden lifting gear and so preserve at least one reminder of the old stype bridges? And that across the RIVER where it belongs, not in a park.

NABURN LOCK BANQUETING HALL -- FATE IN BALANCE

The Duse Navigation Trustees want to demolish this 152 year old listed building. Many local amenity groups are pressing for it to be reprieved. It was designed for the Trustees' committee meetings but few are recorded. Their annual banquet seems to have been its main use. It has been unused for many years now. The problem is to find a suitable use for it and the funds to put it in order. Anyone any bright ideas??

HELP !! WOULD YOU LIKE A NICE LITTLE JOB ??

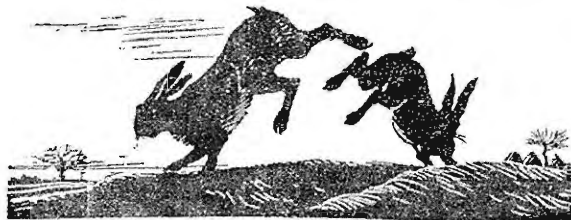
Our MAGAZINE ADVERTISERS are a much valued support to the Society. At present the hard-pressed editor copes with the adverts, but this is something which could well be done quite separately. It means contacting the advertisers once a year, usually in order to check his requirements and to collect the money. Also seeking out further possible advertisers. Is this something YOU would be willing to have a go at? Please think about it! (And preferably don't just think either!) Please!

--- AND ANOTHER ONE TOO? ?

Do you have a CAMERA? It would be a great help to have someone who could go around and record exciting events such as the arrival by barge of a new swing bridge, or work in progress on piling, or a school party or the York University Biology group at work on the canal side. These and many other events tend to take place during the working day for most of us. So visits at the right time are difficult. Could YOU record some of these things for posterity (and for the rest of us)? If you could do this just occasionally it would still help. Still more if you have access to a friendly dark room and enlarger etc.,

OLD PICTURES TOO

We are still anxious to come across old pictures and reminiscences of life around and on the canal in days past.



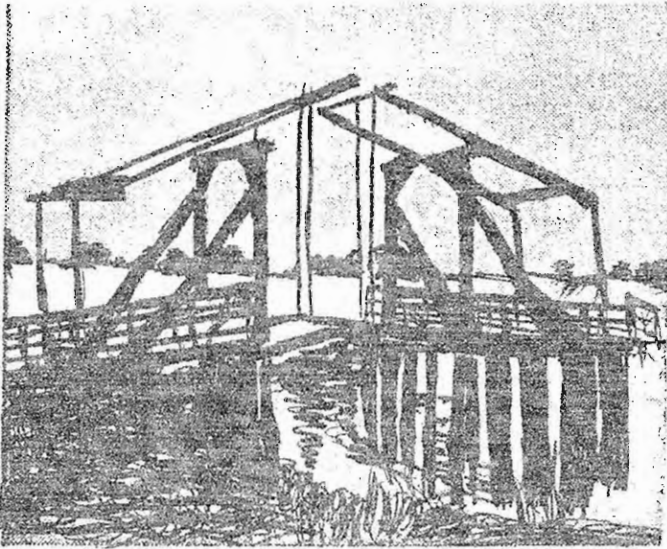
WE WANT YOUR IDEAS -- AND YOUR LETTERS!

Dear readers! This is YOUR Society, and YOUR magazine! Won't you send us YOUR views? Let us know what kind of meetings YOU like? Don't leave it all to the poor committee.

Would you like events on the canal this summer? Could YOU organise something? The committee's still trying to get its breath back after last summer. It was quite a summer, one way and another!

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NABURN LOCK BANQUETING HALL - FATE IN BALANCE

The Duse Navigation Trustees want to demolish this 152 year old listed building. Many local amenity groups are pressing for it to be reprieved. It was designed for the Trustees' committee meetings but few are recorded. Their annual banquet seems to have been its main use. It has been unused for many years now. The problem is to find a suitable use for it and the funds to put it in order. Anyone any bright ideas??

HELP !! WOULD YOU LIKE A NICE LITTLE JOB ??

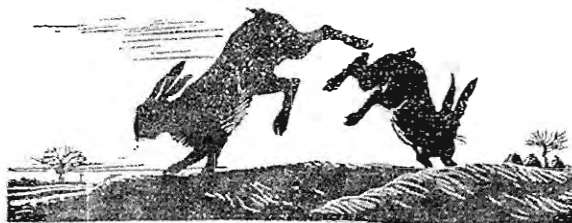
Our MAGAZINE ADVERTISERS are a much valued support to the Society. At present the hard-pressed editor copes with the adverts, but this is something which could well be done quite separately. It means contacting the advertisers once a year, usually in order to check his requirements and to collect the money. Also seeking out further possible advertisers. Is this something YOU would be willing to have a go at? Please think about it! (And preferably don't just think either!) Please!

--- AND ANOTHER ONE TOO? ?

Do you have a CAMERA? It would be a great help to have someone who could go around and record exciting events such as the arrival by barge of a new swing bridge, or work in progress on piling, or a school party or the York University Biology group at work on the canal side. These and many other events tend to take place during the working day for most of us. So visits at the right time are difficult. Could YOU record some of these things for posterity (and for the rest of us)? If you could do this just occasionally it would still help. Still more if you have access to a friendly dark room and enlarger etc.,

OLD PICTURES TOO

We are still anxious to come across old pictures and reminiscences of life around and on the canal in days past.



WE WANT YOUR IDEAS -- AND YOUR LETTERS!

Dear readers! This is YOUR Society, and YOUR magazine! Won't you send us YOUR views? Let us know what kind of meetings YOU like? Don't leave it all to the poor committee.

Would you like events on the canal this summer? Could YOU organise something? The committee's still trying to get its breath back after last summer. It was quite a summer, one way and another!

A TRIP TO STOKE BRUERNE

On the 31st May, 1975 I joined Dr. Michael Lewis's day trip to Stoke Bruerne and Cosgrove. Situated about thirteen miles south of Northampton, roughly mid-way between Birmingham and London, Stoke Bruerne represents an important landmark in the canal world. The canal built through the already established village, was originally part of the Grand Junction Canal, which was planned as the major component of a string of canals, joining London and Birmingham in a direct route. This replaced the only existing waterway line which went via the roundabout Coventry and Oxford canals, and the unsatisfactory Thames Navigation. The Canal was opened in 1800, and its traffic was very varied; coal, grain, timber, lime, iron and bricks were among the major items, and at its peak, added up to over a million tons a year. In 1929 the Grand Junction amalgamated with a number of other companies as the Grand Union Canal to compete with the railways. This largely failed, and after the Second War commercial cargoes fell sharply away, the last regular traffic ceasing in 1970.

The drawing shows the canal at the top lock of the Stoke flight of seven locks, and has a total rise of 56 ft. It is now used essentially for recreational purposes like most canals, and the settlement developed by boat traffic round this area, is said to be the most attractive in the country. This includes a lock house, the thatched Boat Inn, the one-time wharfingers' accommodation, stables and forge, four cottages for mill workers with ropewalk, and the present BWB Waterways Museum Building. The latter was a steam flour mill until 1913, powered by a beam engine, now the site of the museum shop. The entire building was converted by the British Waterways Board in 1963, after standing idle for 50 years. Its contents form a collection of items and photographs typical of all this country's canal history. On this occasion I had little time to browse. I wanted a personal record of the place, and focused my attention on the handsome white bridge which spanned the canal. Just north of the village, from a stationary convoy of moored, gaily painted narrow boats, relaxed families on holiday chatted amongst their rigged-up washing lines, or returned on board, laden with bottles from the Boat Inn. Eventually the lock-gates opened, and 'Wild Thyme', broken loose from her moorings, sailed past me on the bank.

MARY INGLEBY.

THE RIVER FOSS AND LAYERTHORPE BRIDGE

PCAS wrote to the York City Engineer pressing the case for rebuilding the bridge over the Foss at Layerthorpe on the Inner Ring Road to NAVIGATIONAL HEIGHT so as to keep future options open on the river through York. (see last issue of '99' pages 20/21) Our letter reiterated the potential for trip boats and waterbuses (already favoured by some York Councillors), and the relatively flood-free moorings which could be had there off the much more flood-prone Ouse. We mentioned the old gasworks site which could make a boat park or marina, something for which there is an ever increasing demand as more people acquire boats but are deterred from the old type 'ribbon' mooring. We pointed out that pleasure craft did navigate to the limit of the present navigation as recently as last September, and that more were only put off by the cost of lock fees etc.,

The City Engineer's reply is disappointing. He says: and we quote:

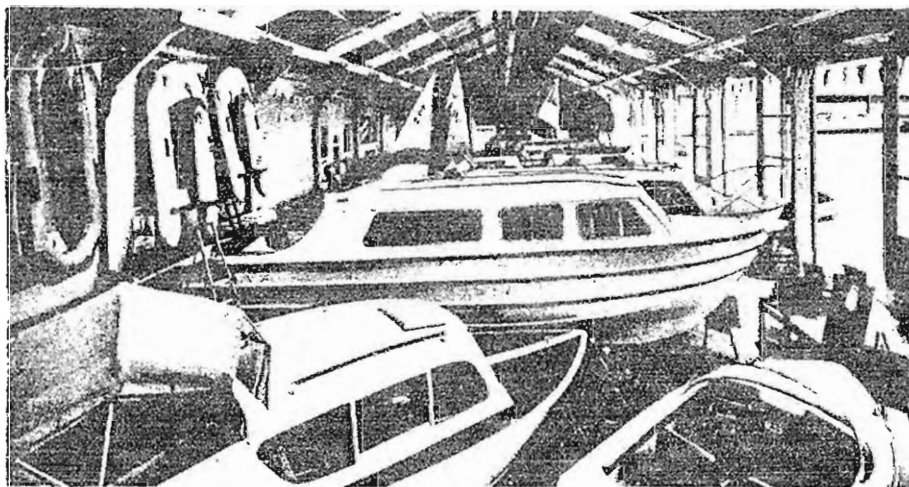
'You may be interested to know that no part of the Foss has been used for pleasure boating activities for many years and the average number of pleasure craft passing into the Foss each year for the last eight years has been no more than three. These will not have ventured up into the area concerned and the lower part of the Foss will not be affected by the closure.'

Apart from the first four lines contradicting each other, we wonder if Mr. Waterman has actually read all of our letter. He also says that the actual length of river concerned has been a navigation in name only, 'because there is no berthing or mooring facilities and the nature of much of the river is now unsuitable for boating.'

One might as well say that a house site is unsuitable for houses because there is no house on it already! If safe berths were available and lock fees less expensive we have no doubt there would be many takers. Why is the river here unsuitable? Indeed trees have recently been planted along the old gasworks frontage and this stretch is certainly as pleasant as some parts of the Ouse.

Finally Mr. Waterman assures us that when the new bridge is constructed it will have to be high enough to clear flood flows, which means in practice that most small craft would still be able to pass under if they so desired and use the upper length. 'I hope you will agree', he says 'that to a large extent the closure of the navigation is a technical exercise which will have little or no effect on the use of the river.'

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Bristol Marine, Canons Road, Canons Marsh, Bristol 1, Tel: Bristol 299626
Burland Wharf, Acton, Cheshire
Drayton Marina, Betton Road, Market Drayton, Shropshire, Tel: Market Drayton 3101/2
Droitwich Marina, Hanbury Road, Droitwich, Worcestershire, Tel: Droitwich 3002/4012
Fareham Marina, The Mill, Lower Quay, Fareham, Hampshire, Tel: Fareham 4297/81426
Lynn Marina, Warrington Lane, Lynn, Cheshire, Tel: Lynn 2945
Mountsorrel Marine Centre, 14-18 Loughborough Road, Mountsorrel, Nr Loughborough,
Leicestershire, Tel: Rothley 2144
New Mills Marina, Hibbert Street, New Mills, Nr. Stockport, Cheshire, Tel: New Mills 45000
Nor'West Marina, Canal Wharf, Galgate, Nr. Lancaster, Lancashire, Tel: Lancaster 751368
Plymouth Marine, Vauxhall Quay, Sutton Harbour, Plymouth PL4 ODP, Tel: Plymouth 62135
Retford Marina, Carolgate Bridge, Retford, Nottinghamshire, Tel: Retford 4218
Shardlow Marina, Dobson's Boatyard, Shardlow, Nr Derby, Derbyshire, Tel: Shardlow 732
The Swag Boat Centre, Barns Lane, Stubbers Green, Nr Aldridge, Staffordshire, Tel: Aldridge 55448
Thorne Marina, Hatfield Road, Thorne, Nr Doncaster, Yorkshire, Tel: Coole 812316

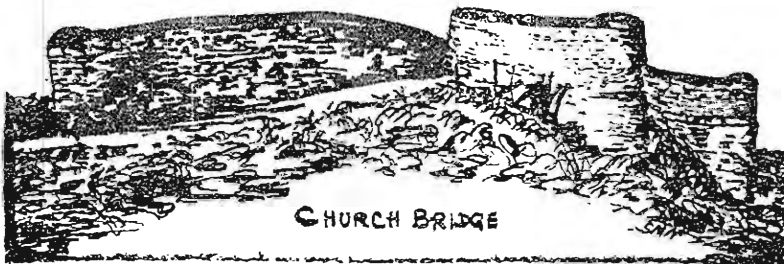
It is true that the length concerned is short, and there may be little effect apparent AT THE MOMENT. But there is undoubtedly a FUTURE POTENTIAL and we would still press our original plea to keep the options open. It is interesting that, even among boating enthusiasts themselves, many who a few years ago would not have been much concerned about the Foss are now in full agreement with our plea!

B.W.B. 'WATERWAY ENVIRONMENT HANDBOOK'

KEEP THINGS NATURAL AND ROBUST!

A second supplement to this excellent Handbook has just been received. It deals with footbridges, fences, stiles, hedges, litterbins etc., showing BWB's recommended practice and designs.

We are glad to see Peter White, the Board's Architect,/Planner, stressing the importance of these everyday items in the overall scene. As he says, almost everything we do has a visual and environmental effect and we should try to keep things looking NATURAL. We should emulate the 'STRONG, SIMPLE, STRAIGHTFORWARD, ROBUST CHARACTERISTICS EXISTING IN THE CANAL-SIDE SCENE'. Ideas, he says, are useless unless they are promoted and implemented. We very much hope they WILL BE implemented!



STOP PRESS!

LINCOLNSHIRE AND HUMBERSHIDE ARTS

The Society have been approached by the Lincolnshire and Humberside Arts to explore ways in which their organisation might be able to support and further the work being done on the canal, especially in the way of some 'local heritage' type project such as they have already assisted in other parts of their region, where they have pioneered this kind of thing in addition to assisting all kinds of arts activities. We are currently in discussion with Mr. Martin Horrox of Beverley, their North Humberside Development Officer, on this exciting possibility.

(More in the next '99')

YORK ANGLERS' ASSOCIATION (They rent Pocklington Canal fishing)

The York Anglers' Association appears to have been started as long as 80 years ago, when day tickets cost 2/6. They must have had some wealthy adherents in those days!

Present day charges and other details may be had from their Secretary: Mr. John Horsley, 20 Burnholme Grove, Heworth, York.

CANAL RALLY PROBABLE ON MAY 22/23rd

P.C. Boat Club hope to arrange a Rally on the Canal for May 22/23rd. Make a note of the date now! at Hagg Bridge, they hope.

CANAL BOAT MOORINGS

The proposed CLUB MOORINGS at Church Bridge still await final planning permission. Meanwhile BWB will allow Boat Club members to moor this summer at Cottingwith. Contact Club for details please.

Secretary: Mrs. C. Alden, Angram House, Melbourne, York.
Phone Melbourne 423.

D.E. PYRAH, BWB AREA ENGINEER

We understand that Mr. D.E. Pyrah has just been appointed as new Area Engineer at Castleford. We wish him well and hope soon to make his acquaintance.

PCAS STALL 1976 SEASON - PLEASE HELP!

The Society Stall is our chief fund-raiser. We see to basic stocks, to bookings, and arranging transport. But we do NEED HELPERS for behind the Stall!! Its usually a good day out (or afternoon) too. So please let one of us know if you think you could come along sometime(s). You don't need any special skills - just a nice nature! Gifts for sale are always welcome too, of course, - anything you think might sell (More 'dates' for the Stall in June '99')

NEW LINES

CANALS ON COBBLE STONES

PCAS Stall can now supply most unusual paintings of the waterways. Mrs. Mabel Smith and her husband Leslie moved to York from London last winter. After exercising her skills on the more usual canvas, wood, glass etc., Mrs. Smith has taken to painting on cobble stones. She paints in oils, then glazes the whole surface. The finished cobbles, of varying and carefully chosen shapes, make most attractive paper weights and ornaments. There are narrow boats, locks, bridges, every kind of canal scene in fact. They mostly sell at around £1.25 to £1.50. Mrs. Smith has also depicted York Minster the Bars and local village scenes on cobbles.

PCAS CAR AND WINDOW STICKERS

Attractive circular STICKERS are now on sale at 15p. In green on a cream background they show the Society's badge with the unique lock gage paddle gear, surrounded by the white rose of York and 99 (9 miles, 9 locks). Do please purchase and display one if possible! Thanks to the kindness of our designer and of our manufacturer their sale not only publicises the Society and the Canal but also brings in a modest profit.

BACK IN PRINT - 'FLYING SAIL' BY MICHAEL ULYATT

'FLYING SAIL' our member Michael Ulyatt's fascinating and profusely illustrated book about the old sailing keels of the Humber waterways and the experiences of their skippers is now available once more, price £2. Please buy your copy from PCAS who are kindly allowed to benefit from their sale. Send £2. plus 25p post and packing to J. Nix. 74 Westminster Road, York or at meetings.

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DIARY OF EVENTS

- Fri. March 19th Market Weighton C.S. A.G.M. at Newport
- Fri. March 26th IWA (Hull) A.G.M. and Forum. 8 p.m. Hull
PCAS A.G.M. and Slide/Talk, Woldgate School
Pocklington, Starts 7 p.m. (Details pages 7/28)
- Sun. March 28th M.W.C.S. Working Party (phone M/W 2470)
- Mon. March 29th PCAS Committee, 7.30 p.m. Thornton
- Fri. April 9th IWA NE Region A.G.M. Station Hotel, York
- Fri. April 23rd IWA (Hull) Humber Pilot Slide/Talk 8 p.m.
- Fri. April 30th YDS Dinner/Dance, Stamford Bridge.
All welcome (see notice)
- Mon. May 3rd PCAS Committee (to be confirmed)
- Sun. May 9th Market W. Boat outing (phone M/W 2470)
- Sun. May 16th IWA Cruise Chesterfield Canal
- Wed. May 19th YDS AGM. St. Olaves Hall, York 7.30 p.m.
- May 22/23rd Probable Boat Club Rally
- Mon. June 7th PCAS Committee (to be confirmed)

Note: IWA Hull meetings at Hull University Applied Maths Bldg, Cottingham Road (Goods Entrance, to second block down on right. 8 p.m. All welcome)

Advance Notice: Sat/Sun. June 11/12th Sowerby Bridge Rally (Rochdale Canal Society)

Tues. Wed, Thur. July 13, 14, 15th
Great Yorks Show, Harrogate.



Yorkshire Derwent Society ANNUAL DINNER/DANCE 1976

is to be held at the CORNMILL, Stamford Bridge,
on FRIDAY 30th APRIL. Tickets: £2. 80P

Note: The YDS Stress that EVERYONE will be welcome to attend this function, whether they are YDS members or not, and they hope to see a really big gathering of friends.

SAE with money, please as soon as possible to:
Mrs. K. Bassett, 79 Southway, Beechwood, Horsforth, Leeds.

- 28 -

DON'T FORGET

PCAS ANNUAL GENERAL MEETING

SATURDAY MARCH 27th

At WOLDGATE SCHOOL, POCKLINGTON (by kind permission of the
Headmaster)

AGM Starts 7 p.m. prompt to be followed by A SLIDE/TALK by
MR. FRED SCHOFIELD, at 8 p.m. approx.
(as soon as we finish the AGM)

A HISTORY OF KEELS, 449 AD to MODERN TIMES -
(including Tyne, Humber and Norfolk Keels)

FRED SCHOFIELD has been a Humber keel Captain for many years.
He now captains, and used to own, the keel COMRADE which is
being restored and re-rigged by the Humber Keel and Sloop
Preservation Society. This promises to be a fascinating talk
with rare pictures.

DO COME !! BRING YOUR FRIENDS - ALL WELCOME !!

Only members may vote at the AGM, but ALL are welcome at the
Slide/Talk. We hope to get through the business meeting as
expeditiously as possible.

HUMBER PADDLE STEAMER CRUISES IN 1976

HSPG CRUISES in LINCOLN CASTLE for 1976 are on:

Sunday 23rd May

Hull to Goole

Sunday 5th September

Hull to Grimsby (with bus
to Cleethorpes)

There may also be a special Steamer/Rail Excursion to
Goole on Sunday July 18th, in connection with the Port of
Goole 150th Anniversary celebrations.

Details available shortly, If interested please contact:
HSPG Organiser, Mrs. E.M. Beadle at
40 Reynoldson St. Newland Ave, Hull.
Send S.A.E. please.

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It's Phred Again

Hello again Friends;

And a Happy New Year to one and all! What a pleasant time of year. Dinners here, dinners there. I try to fit them in you know, to spread the word and glean any ideas that might be of use! With all this talk of cuts its good to hear of ways to contain costs, and I overheard our Chairman - NO LESS! - at the Market Weighton, deep in conversation with members of aforesaid and others, discussing ways of using the methane his cows exude! Now I don't know what they were drinking at the time, but it seems they are looking at ways of harnessing this power.

By fitting the cows with masks, and persuading them to burp at regular intervals, and by further means through some sort of phoophoo value, as used on the BH and DNN (Bielby, Harswell and Duck's Nest Navigation) for extracting astropods, but used in reverse, if you see what I mean! With the cows rested overnight in the nearest cabbage patch, having extracted the cornflake - moisturising cream, they could be taken aboard and harnessed up on the rear deck (definitely the rear deck, and facing forward!)

Just imagine Cow Power Rear Engined, or C.P.R.E. Oh dear, I think I'll join a commune! And, anyway, I'll give it some more thought when I get back from the dispensary - er milk bar!

Cheers, PHRED.

SKATING AT MELBOURNE

During the cold snap in January Ian Isherwood and others were able to enjoy good skating on the canal at Melbourne. Not as good as the old days when folks skated down to Bubwith, though! Down the Derwent! (Gave you a thirst, that did!..... Phred)