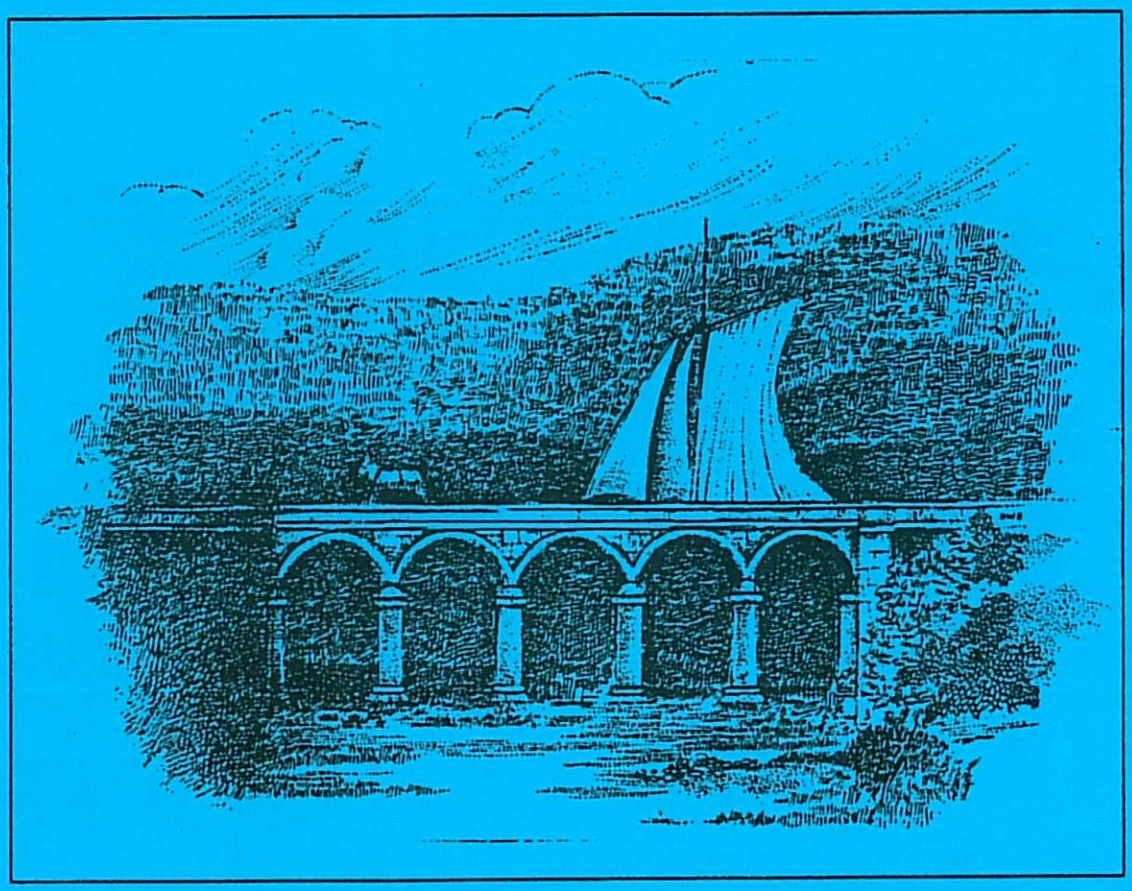
Appendix C

THE BARNSLEY CANAL

A FORGOTTEN WATERWAY ?



A survey of its condition, history and possible future

THE BARNSLEY CANAL GROUP

THE BARNSLEY CANAL

A FORGOTTEN WATERWAY?

A SURVEY OF THE BARNSLEY CANAL, ITS CONDITION, HISTORY AND POSSIBLE FUTURE

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TEXT - David Bullock, D Airey and Group Members
MAPS - Ron Robinson and David Bullock
TYPING - Lesley Airey
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Cover picture:- Boat crossing Barnsley Aqueduct, an engraving used by the Barnsley Canal Company on their toll tickets in the 1840's.

BARNSLEY CANAL GROUP

President:	Norman West MEP
Vice-Presidents:	Joe Theaker
	David Bullock

COUNCIL OF MANAGEMENT

Chairman:	Alan Hall
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Treasurer:	June Backhouse
Publicity Officer:	Roger Glister
Sales Officer:	Lesley Airey
Membership Secretary:	Janine Lynch
	105 Newhill Road
	Monk Bretton
	BARNSLEY
	S71 1XH
	Sally Theaker
	Ian Harley
	Tony Roe
	Gillian Roe
	John Parry
	Martin Johnson
	Chris Spencer
	Geoff Darlow
Work Parties:	Tim Wade, Richard Knowles, Roger Glister

CONTENTS

BARNSLEY CANAL GROUP

The formation of the Group began in 1983.

AUGUST 1983

The Inland Waterways Association's East Midlands Region published in its magazine "Aegre" a letter from Mrs P J Wicks of Bristol. Mrs Wicks is a native of Barnsley and she deplored the lack of interest in the Barnsley Canal. She hoped that a society or group could be formed to safeguard the canal.

NOVEMBER 1983 - MARCH 1984

The suggestion that a group be formed was mentioned in IWA North-East Region's magazine "Towpath", IWA Waterways, Waterways World, Sheffield Star, Sheffield Morning Telegraph and in a second article in the November 1983 "Aegre".

1 APRIL 1984

Twelve people who had expressed an interest met in the Conference room at South Yorkshire Police Divisional HQ, Churchfields, BARNSLEY. Those present agreed that a Barnsley Canal Group should be formed and that its Committee should consist of those at the meeting.

29 APRIL 1984

An open meeting was held at the Wilthorpe Hotel, Huddersfield Road, BARNSLEY. Approximately 50 people were present and discussed the future of the canal. Many present paid subscriptions to join the Group.

Since then the Group's campaign has continued:-

JULY 1984

The first edition of "The Barnsley Canal - a forgotten waterway?" was published.

MAY 1985

The first edition of the Group's quarterly magazine "The Keel" was published.

JUNE 1985

First Group Sponsored Walk; 80 walkers raised £450.

DECEMBER 1985

Publication of the local authority response to the Group's proposals for the Barnsley Canal, prepared by West Yorkshire and South Yorkshire County Councils and Barnsley and Wakefield District Councils. Partial restoration of isolated stretches was agreed.

NOVEMBER 1986

The Group first raised the possibility of an engineering and recreational survey of the Barnsley Canal being carried out.

DECEMBER 1986

The Wakefield Council Community Programme Scheme began work on the Barnsley Canal at Walton, joining the Barnsley Trades Council Scheme now working at Smithies (Barnsley), at Royston and on the Elsecar Branch of the Dearne & Dove Canal.

OCTOBER 1987

The Group's book "Dearne & Dove Canal - the vital link" published proposing, with the Barnsley Canal, the creation of a "Yorkshire Ring" of canals. The Group's proposals for restoration of the canal across the Walton Colliery reclamation site sent to Wakefield Council.

OCTOBER 1989

The Group's proposals for an engineering study of the Elsecar Branch of the Dearne & Dove Canal and its link with the national waterway system at Swinton sent to Barnsley and Rotherham Councils.

JUNE 1990

Barnsley Canal Group work parties start on the restoration of the Elsecar Branch of the Dearne & Dove Canal and have since continued on a regular basis.

APRIL 1991

Barnsley Canal Group became a Limited Company and registered Charity.

JUNE 1991

Ove Arup's Engineering Study report of the Elsecar Branch, commissioned by Barnsley Council, was published.

AUGUST/SEPTEMBER 1991

Barnsley Canal Group held its first Trailboat Rally at Elsecar Basin.

DECEMBER 1991

Power Station at Heath, near Wakefield closed. The Group submits proposals for the reinstatement of the Barnsley Canal in that area to Wakefield Council.

OCTOBER 1992

The Group held a dinner at the Royal Hotel in Barnsley, formerly the White Bear, to celebrate the 200th anniversary of the meeting of the original canal proprietors.

JANUARY 1993

A meeting arranged by Wakefield MP, David Hinchliffe, took place in Wakefield Town Hall. Representatives from the Group and elected members and Officers of Wakefield Council were present and led to regular liaison meetings being held between BCG and Council Officers.

APRIL 1993

The Group hosted the meeting of the Northern Canals Association at the Market Hotel, Elsecar.

JUNE/JULY 1993

The Group hosted its first Waterway Recovery Group Canal Camps at Elsecar Low Lock.

SEPTEMBER 1993

The Group became a member of the Parliamentary Waterways Group and appointed a representative.

DECEMBER 1994

Wakefield Council's "Barnsley Canal Study" was received by the Group.

By March 1995, the Group had over 300 members and invites subscriptions from interested persons. The rate, at the date of publication is £4 pa for a single member and £6 pa for a family. A 5 year subscription at £20 for a single and £30 for a family is also available. Applications should be sent to the Membership Secretary.

The Group holds Open Meetings at the Market Hotel, Elsecar, BARNSLEY, commencing at 8pm on the first Monday of every month.

CONCLUSIONS

Barnsley Canal Group considers that:-

a) The canal from Walton to Royston has great scenic value and could be restored to a navigable condition without excessive expenditure.

b) The work carried out on isolated sections at Hoyle Mill, Smithies and Royston by Barnsley District Trades Union Council Community Programme Schemes has created fine additions to the amenities of the area.

c) Early consideration should be given to joining the in water sections together and creating a restored waterway from Walton to Royston. A means of linking the canal between Royston and Barugh should be pursued to create an 11 mile pound from Walton to Barugh.

d) Restoration of the canal within Wakefield Power Station site should be pursued as part of the re-development of the area.

e) A means of restoring the canal through Walton should be pursued with a view to protecting the route from development and securing funding for restoration work.

f) The canal should be restored to dimensions capable of accommodating boats up to 70′ long by 15′ beam.

g) The section from Barugh up to Barnby Basin should not be considered for restoration.

SOME STATISTICS

a) On the section from Barugh through Barnsley to Walton Top Lock (11½ miles):-

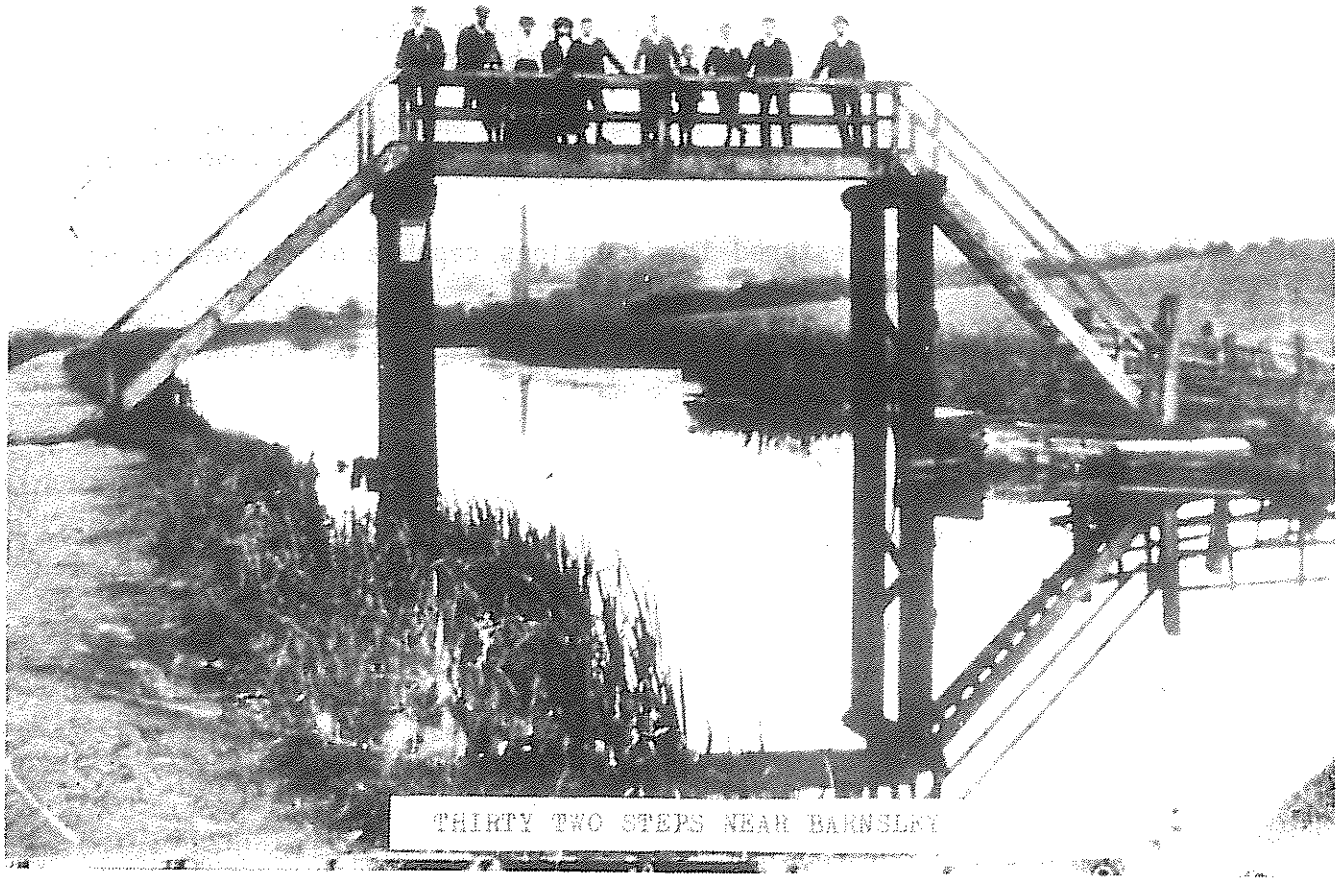
- 6½ miles (57%) are in water or the channel remains in reasonable condition.
- 4½ miles (39%) are filled but unobstructed.
- ½ mile (4%) is filled and obstructed.
- 16 bridges have been lowered to block the canal.
- 6 bridges remain with full clearance
- 3 bridges have been eliminated but are not required.

b) On the section from the River Calder to Walton Top Lock (3 miles):-

- ¾ mile (25%) is in water or the channel remains in reasonable condition.
- 1¼ miles (42%) are filled but unobstructed.

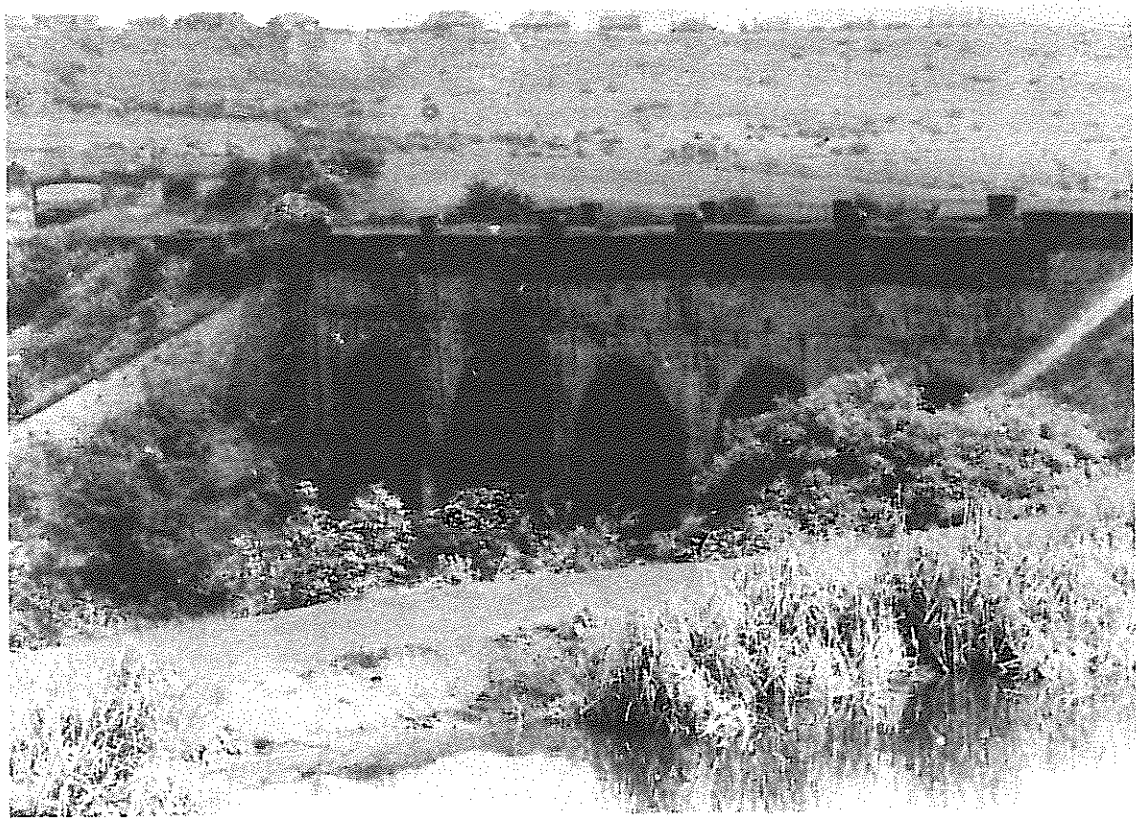
- 1 mile (33%) is filled and obstructed.
- 7 bridges have been lowered to block the canal.
- 1 bridge remains with full clearance.
- 15 locks have been filled in.

THIRTY TWO STEPS NEAR BARNSLEY

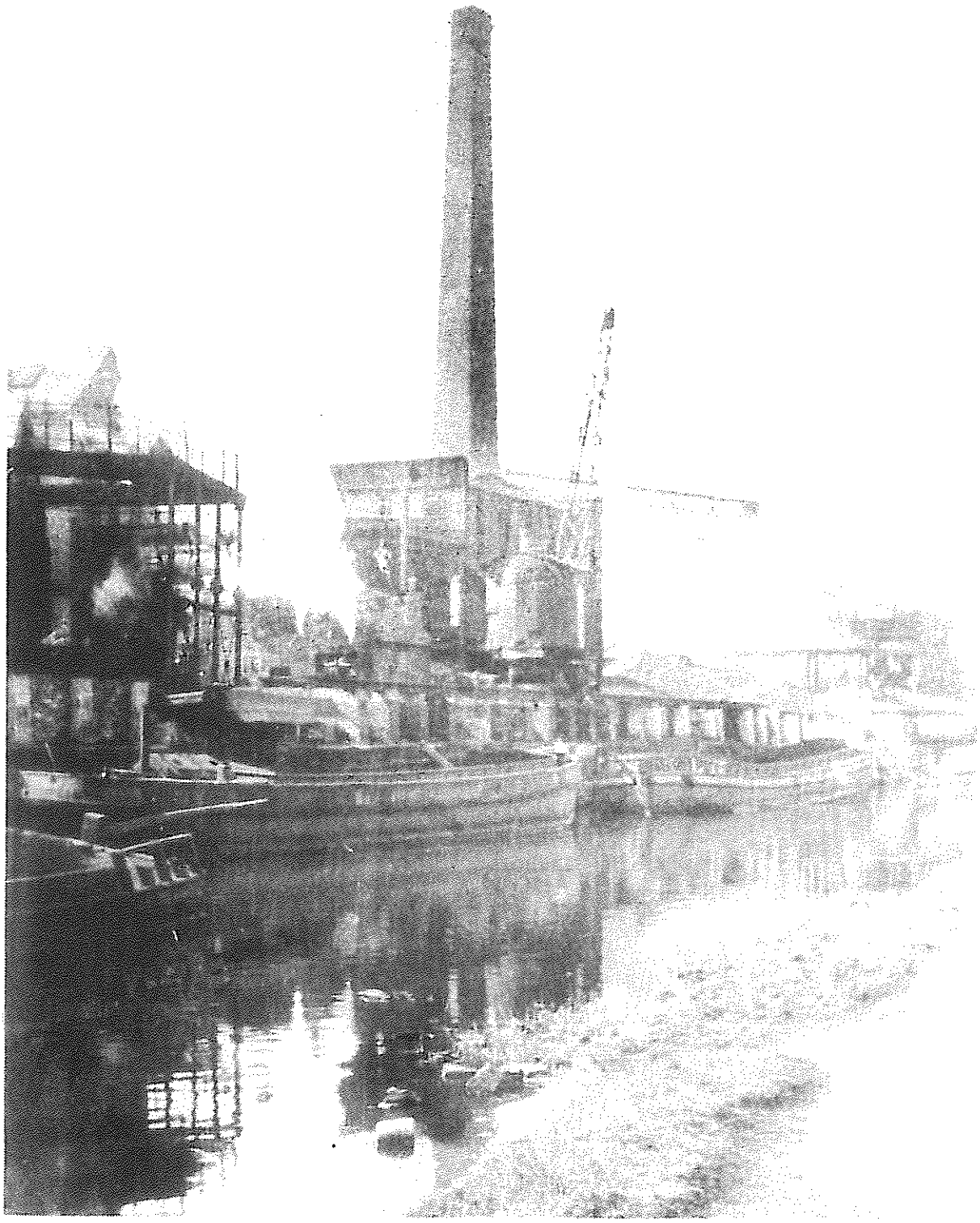


BARNSLEY CANAL BY THE KEEL INN

BARNSLEY AQUEDUCT, DEMOLISHED IN 1954



COAL BARGES UNLOADING AT REDFERN GLASS, 1950



WHY RESTORE?

Restoration of the Barnsley Canal would be a worthwhile enterprise in its own right. Substantial sections are in water and further significant lengths, whilst infilled, remain unobstructed. Much of the canal, particularly between Royston & Walton, passes through fine countryside and beautiful wooded cuttings, making it particularly attractive for both boating and walking.

Water supplies are available from the reservoirs at Wintersett and Cold Hiendley and from the River Dearne at Barugh.

The restored canal has the potential to create a linear park between Barnsley and Wakefield and to provide enhanced access to the countryside from community areas. Not only would boats be able to navigate this linear park but the towpath could provide a link between the Trans Pennine Trail and the Aire & Calder Walk. It could also form an important component of the local footpath network.

Although the Barnsley Canal could be restored in its own right, restoration of both the Barnsley Canal and the Dearne & Dove Canal offers the opportunity to create a "Yorkshire Ring" of navigable waterways. This would allow boaters to travel from Barnsley along the new Dearne and Dove to the Sheffield & South Yorkshire Navigation (S&SYN). The S&SYN would take them through Doncaster to the New Junction Canal which leads to the Aire & Calder Navigation system. Upstream, on the outskirts of Wakefield, the junction with the Barnsley Canal is reached. Finally, the restored Barnsley Canal would take the boater back to Barnsley. All that is missing from the "Yorkshire Ring" is the Barnsley and the Dearne & Dove Canals. Restoration of only one would have much to recommend it. Restoration of both more than doubles these advantages.

Restoration will create considerable opportunities for jobs in the short term during construction and, in the longer term, in maintenance and administration of the waterway. Further work will be created in commercial enterprises, such as marinas or chandlers connected with the waterway.

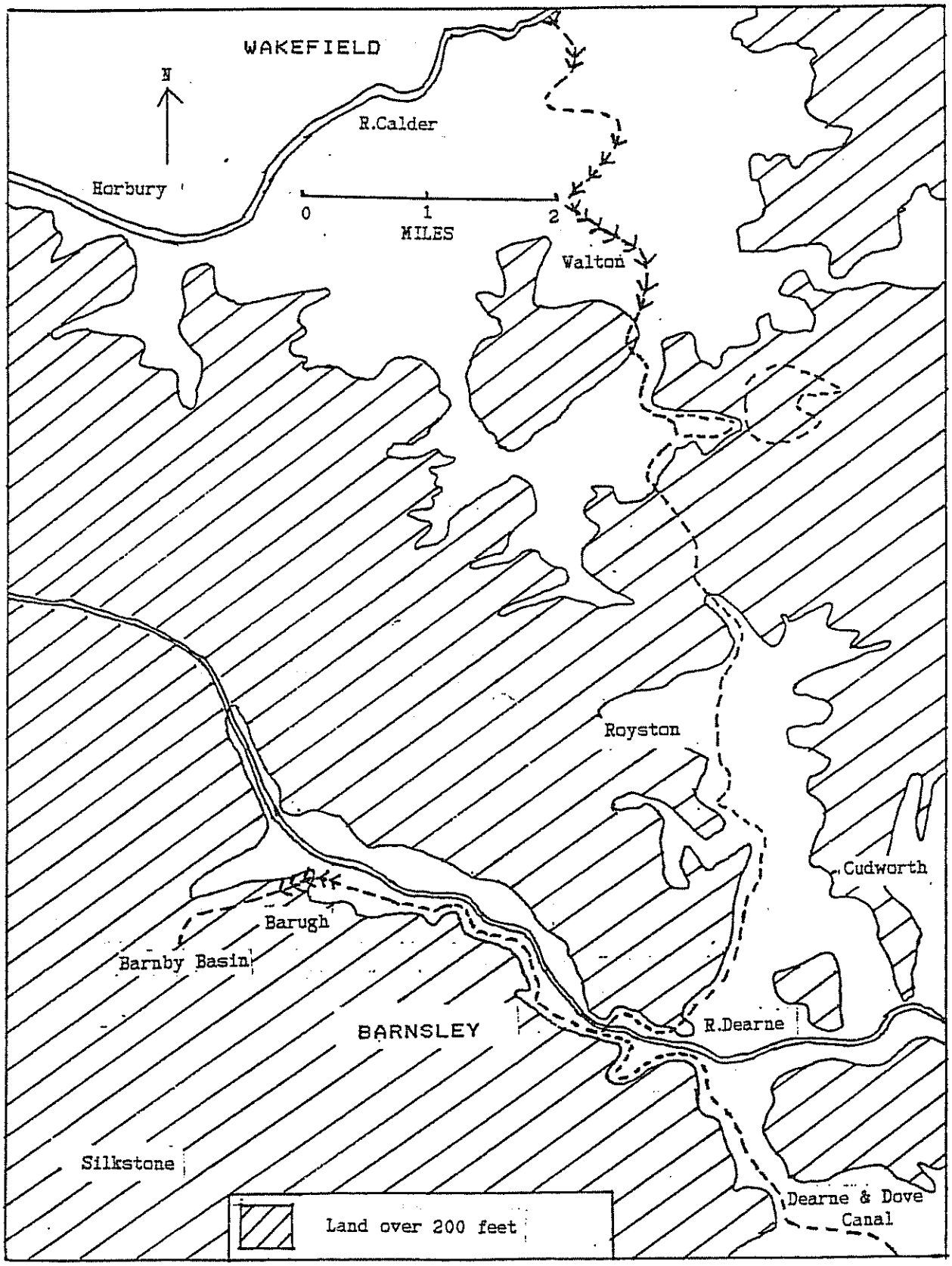
It is also recognised that tourism can make a significant contribution to sustainable economic development and job creation. The restored canal, and particularly the "Yorkshire Ring" has the potential to attract substantial numbers of visitors to the area.

An independent survey for Calderdale Council of the 32 mile long restoration of the Rochdale Canal concluded that a restoration cost of £16 million could generate a potential £8 million per year in tourist income, would create 1084 jobs and would increase property values by £4 million. There is every reason to believe that restoration of the Barnsley Canal (and the Dearne & Dove Canal) will bring similar benefits.

It is now widely accepted, throughout the country that a navigable waterway brings considerable advantages both environmental and economic to any area fortunate enough to possess one. A channel of water is a visual and recreational asset to any landscape, urban or rural. A waterway and its towpath provide unrivalled opportunities for many leisure pursuits, including walking, fishing, nature study, photography, art, or just watching as well as canoeing and boating.

It can also provide a useful focus for educational projects as wide ranging as industrial and social history, nature study, physics, maths etc. Teaching packages are available and are fully compatible with the National Curriculum.

GEOGRAPHY OF THE BARNSLEY CANAL



HISTORY OF THE BARNSLEY CANAL

The Barnsley Canal was the creation of the Aire & Calder undertakers. The prize was the rich coalfield developing around Barnsley and particularly north-west of the town, around Silkstone. If cheap transport by canal could be provided, there was a ready market available for this high quality coal.

The Aire & Calder undertakers were not without rivals. The powerful Don Navigation to the south and the Calder & Hebble to the north-west were also both very interested. The Don proposed a canal from their navigation at Swinton, north to Barnsley, and on to Barnby near Silkstone. The Calder & Hebble put forward a difficult route from Horbury, past Bretton to Haigh and Barnsley with 23 locks and a 1½ mile tunnel.

It all began in July 1792 when the Aire & Calder asked their engineers to suggest a route and make an estimate. Aire & Calder engineers William Martin, John Gott and Elias Wright made the initial survey. They came up with a rough estimate of £50,000 to build what was eventually to be the Barnsley Canal. The eminent engineer William Jessop checked the route and estimate and began his close association with the project, which was to become the 3rd of his great canals, the Grand Junction, the Rochdale and the Barnsley.

At a public meeting on 15 October 1792 at the White Bear (now the Royal Hotel) in Barnsley the conflict with the Don Navigation was resolved. It was agreed that the Don would promote what became the Dearne & Dove Canal from Swinton to a junction with the Barnsley at Hoyle Mill and that the Barnsley's Act would provide certain assurances regarding traffic to the Dearne & Dove from the Barnsley's proposed line from Barnsley through Barugh to Barnby Basin.

The Calder & Hebble problem was not resolved until the Barnsley Act reached Parliament. The Barnsley included a proposed branch from Barugh northwards up the Dearne Valley to Haigh with 7 locks. Parliament agreed that the Barnsley should drop this branch and the Calder & Hebble should not be opposed if they applied to build their Horbury to Barugh line. This was not in fact ever built.

The Barnsley Act was passed in June 1793. Share capital was set at £80,000 with the Aire & Calder undertakers taking £20,000 to meet the estimated cost which Jessop now put at £72,000. William Jessop was the consulting engineer and Samuel Hartley the resident engineer, supervising the day to day work. The Company Chairman was Walter Spencer Stanhope of Cannon Hall, the owner of most of the land above the Silkstone coal.

The contractor was John Pinkerton who had worked on other navigations with Jessop. The Pinkertons, who came from Cawthorne near Barnsley, had become one of the biggest of the early canal contractors after starting in 1768 on the Driffield Navigation. The Pinkertons' relationship with the Barnsley Canal Company was not a happy one. They soon ran into increasing costs, particularly in Notton cutting, and were frequently in dispute with the resident engineer. They also unwisely trusted their long-standing relationship with Jessop who, in the event, was not able to convince the Company of his recommended payments. The result was that the Pinkertons lost on the contract and became involved in a long legal battle with the Company which was only settled, in favour of the Company, in 1812.

The first sod was ceremonially cut at Heath near Wakefield on 27 September 1793 and work began on building 16 miles of canal with 5′ of depth. There were 15 locks between the River Calder at Heath and the summit at Walton. The summit level ran through Royston, Monk Bretton and Barnsley to Barugh. There, a further 5 locks were built to lift the canal to the terminus at Barnby Basin. All the locks were built to accommodate boats 58′ long and 14′10" wide. A reservoir was built at Wintersett and the level above Barugh Locks was maintained by an engine pumping water back up the locks. The Barnsley Act expressly forbade the Company taking water from the Dearne system at Barugh or Barnby Basin.

The crossing of the Dearne Valley at Hoyle Mill south-east of Barnsley had originally been proposed by an embankment and a single arch over the river. Soon after work started Jessop changed his mind and proposed the aqueduct with 5 30′ arches which became the most prominent structure on the completed canal. Jessop also applied an important principle to the locks. He designed them to have equal falls, 7½′ on the Walton/Agbrigg locks and 8′ on the Barugh ones, and accurately similar dimensions so that one lock when emptied precisely filled the next, without waste of water, and lock gates were interchangeable.

The work from the River Calder to Barnsley took almost 6 years. This section was opened on 8 June 1799. The section from Barnsley to Barnby Basin was not begun until late 1798 and was finished in early 1802. The Dearne & Dove reached the Hoyle Mill Junction on 12 November 1804. The Barnsley Canal had cost £95,000.

Traffic on it started quietly and the Company soon ran into problems. Barnby Basin was somewhat distant from most of the Silkstone collieries and about half the coal in any case went down the Dearne & Dove. Then in 1807, Barnby Colliery itself failed. The main problem was that the Company had run out of money before it could build the proposed £4000 tramway from Barnby Basin up to Silkstone. In 1808 the Company obtained a second Act authorising increased capital and toll charges. This proposed an additional £60 call on each £100 share which induced some panic selling amongst shareholders. They need not have worried, because in 1809 the first dividend was paid and in 1810 the tramroad was completed.

Between 1802 and 1813 coal traffic increased from 5,093 to 109,945 tons and corn traffic (up the canal to Barnsley mills) from 4,219 to 36,107 quarters. The long standing practice of "coal down and corn up" was thus established. Another arrangement which was to last a long time was the imposition of a toll from Barnby to the Dearne & Dove junction which was greater than that for the much longer journey from the junction to the River Calder.

Various improvements were made to the canal. In 1816 the line of the canal near the River Calder was moved to the west from the Oakenshaw Beck and a new entrance lock built by the River Calder to replace the old one further inland. Between 1828 and 1830 bridges were raised to accommodate "billy boys, coasting and other vessels". In 1836 the depth of the canal was increased to 7′ by raising the banks.

Water supply was a great problem. The Don Navigation had repeatedly to prevent the Barnsley Canal Company taking water from the Dearne system at Barugh and Barnby Basin. A pumping engine was installed in 1803 below Wintersett Reservoir which was used to pump surplus water from the canal into the Wintersett Reservoir and eventually water from the Cold Hiendley reservoir, which was at a lower level, up into the canal. The Wintersett Reservoir was enlarged in 1807. In 1821 John Rennie was asked to survey a proposed reservoir in the Silkstone valley which was never built. In 1840 the Company bought land at Cold Hiendley for a second reservoir. This Cold Hiendley Reservoir, between the canal and the Wintersett Reservoir, was finally built in 1854. In 1874 the reservoirs were increased by 55 acres.

In 1817 toll revenue reached a peak of £16,687; £13,688 from the canal and £2999 from tramroads. Then the new railways began to have an impact. First to arrive was the North Midland in 1840 from Derby to Rotherham to Leeds, which followed the canal closely from Cudworth to Agbrigg. The Barnsley Coal Railway, which passed under one of the arches of the aqueduct, was another serious rival after 1863. Another, rather strangely, was the Darlington and York Railway.

The Silkstone collieries had built up a lucrative trade sending coal by boat to Ripon, Boroughbridge and York, amounting to about 50,000 tons a year. The railway from Darlington was able to supply Durham coal to these areas much cheaper. Finally in 1846 the Silkstone mine began to send coal to Oxspring, on the Sheffield, Ashton-under-Lyne and Manchester Railways.

Between 1845 and 1854 there was a series of involved negotiations over the future of the Barnsley Canal between the Company and various canal and railway interests. The Company proved particularly stubborn and, in the end, foolish. On 1 December 1854 the canal was leased to the Aire & Calder Navigation for £2880 per annum, far less that their original offer 8 years before.

The Aire & Calder made strenuous efforts to make the canal pay and, conversely, the Barnsley contributed much to the Aire & Calder's survival. Barnsley coal was sent to Goole for shipping by coaster or for export. Between 1855 and 1863 coal traffic on the Barnsley increased from 179,295 to 291,313 tons. In 1869, 9 firms were still shipping coal from 10 collieries above the Dearne & Dove junction but very little was coming from above Barugh.

The canal was finally transferred totally to the Aire & Calder on 17 August 1871. The Transfer Act also authorised, if required, an inclined plane from near the southern end of the 3rd Walton lock (from the top) to the northern end of the lowest, bypassing 10 of the 12 locks. This was not built. In 1874 a new pumping engine was installed at the reservoirs. This was built by Harveys of Hayle and worked until 1946. Between 1879 and 1881 the locks, except those at Barugh, were lengthened to take craft 79' long and 14'10" wide. In 1889 the inclined plane powers were renewed. By an Act in 1893, 5 locks and 2 miles of canal above Barugh wharf were abandoned.

Traffic held up well until 1914, when 192,406 tons were carried, but then began to decline steadily as rail and road took over and canal side collieries were worked out and closed. However, even in 1943, 856 craft passed Royston electric lift bridge, installed in 1934 by the West Riding County Council. Traffic was brisker than on many similar canals. The Dearne & Dove was closed in 1934.

The biggest problem was the cost of repairs caused by subsidence, inevitable on a canal running through and depending on a coal field. As early as 1866 there had been problems with the aqueduct and in November 1911 part of the aqueduct and its embankment failed altogether. The canal was closed until July 1912. The banks of the canal in affected areas had to be continually built up at considerable expense.

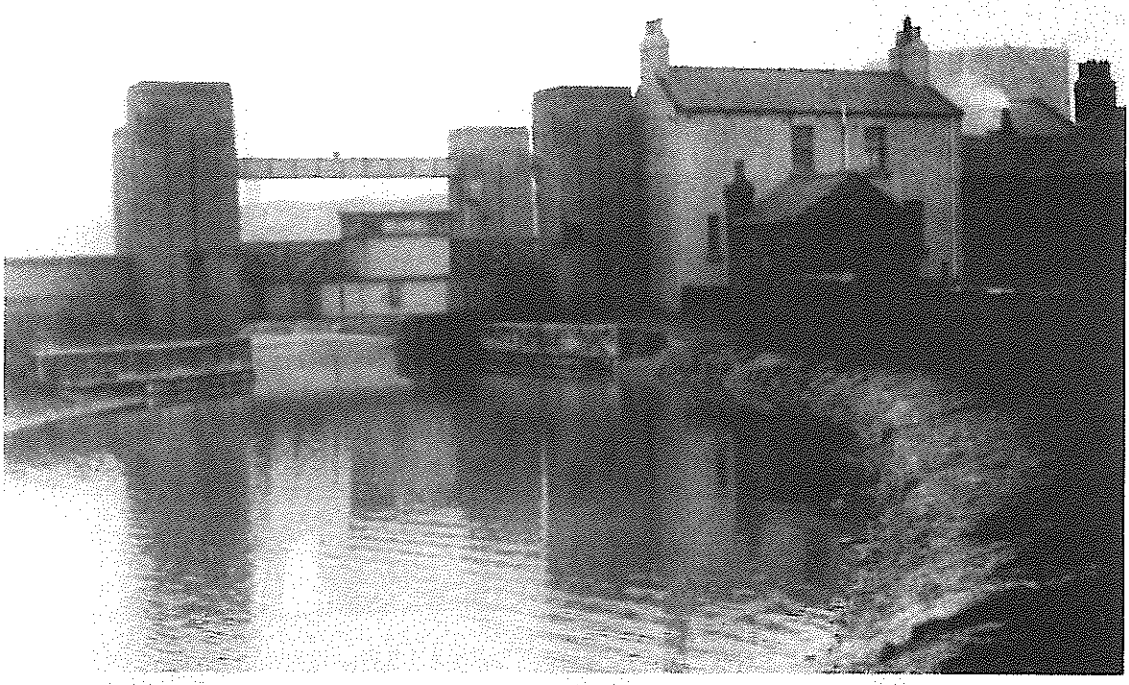
In June 1945 a large leak at the aqueduct flooded a nearby colliery and cost £2375 in compensation. Finally, on 22 November 1946 the canal burst at Littleworth, a mile below the Dearne & Dove junction. Fifty three million gallons of water escaped leaving a gap 43' wide and 11' deep and compensation of £3500 to pay. The canal was not repaired and the end was in sight.

The owners of the canal decided that it would be cheaper to close it and compensate existing users rather than keep it in existence. In May 1947 provisional consent was given to total abandonment.

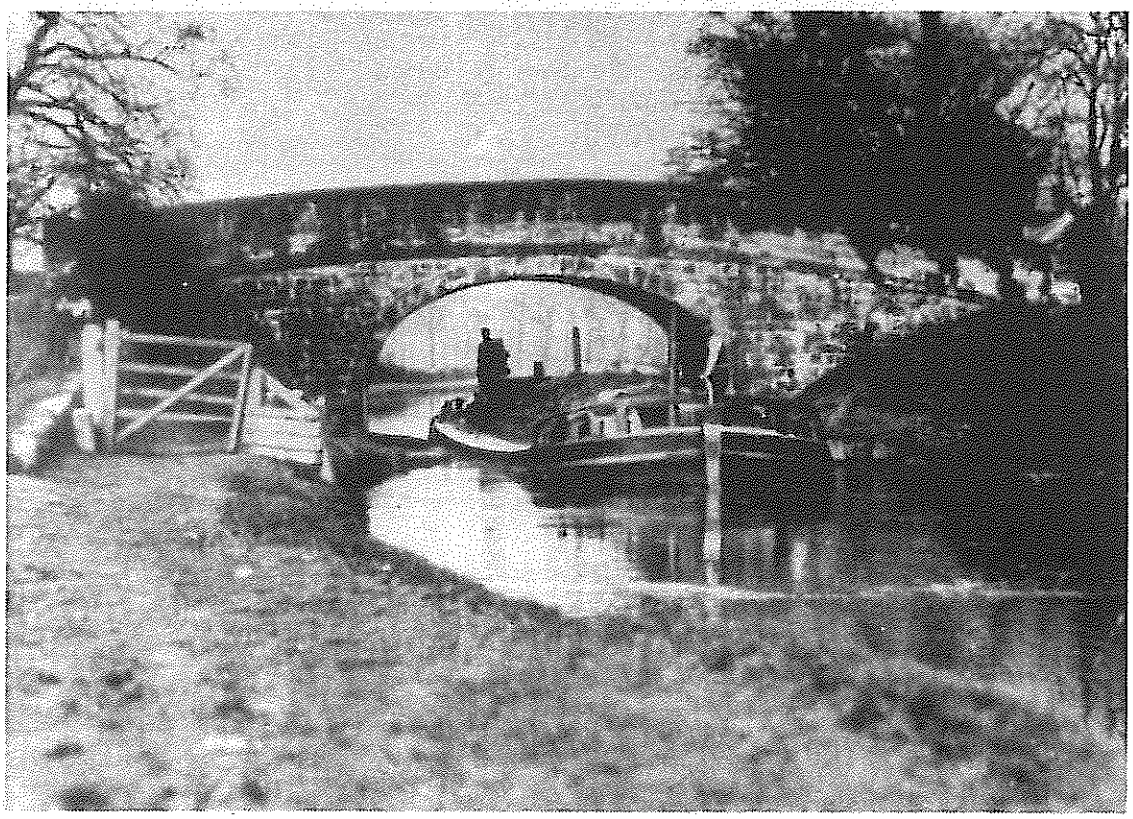
On 7 December 1950 the last boat passed Royston Bridge. On 10 June 1952 the last boat used Heath Lock. In 1953 the final abandonment warrant was obtained and the aqueduct was demolished as potentially unsafe in 1954.

For 150 years the canal had depended for its prosperity on coal. The mining of that coal finally brought about its downfall.

UPSTREAM OF ROYSTON LIFT BRIDGE



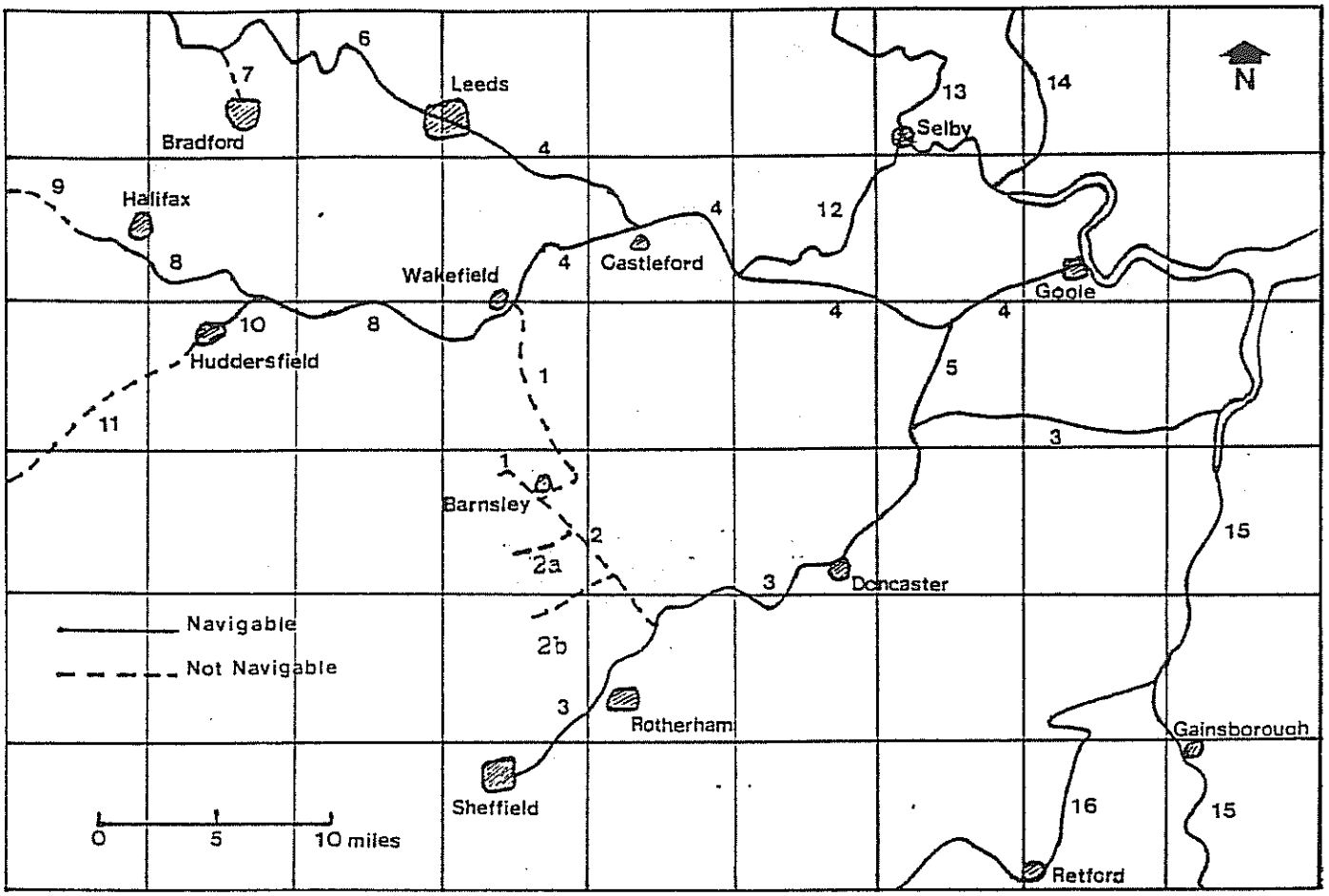
WALTON HALL BRIDGE



20

COLD HIENDLEY PUMPING STATION

WATERWAYS OF THE NORTHEAST



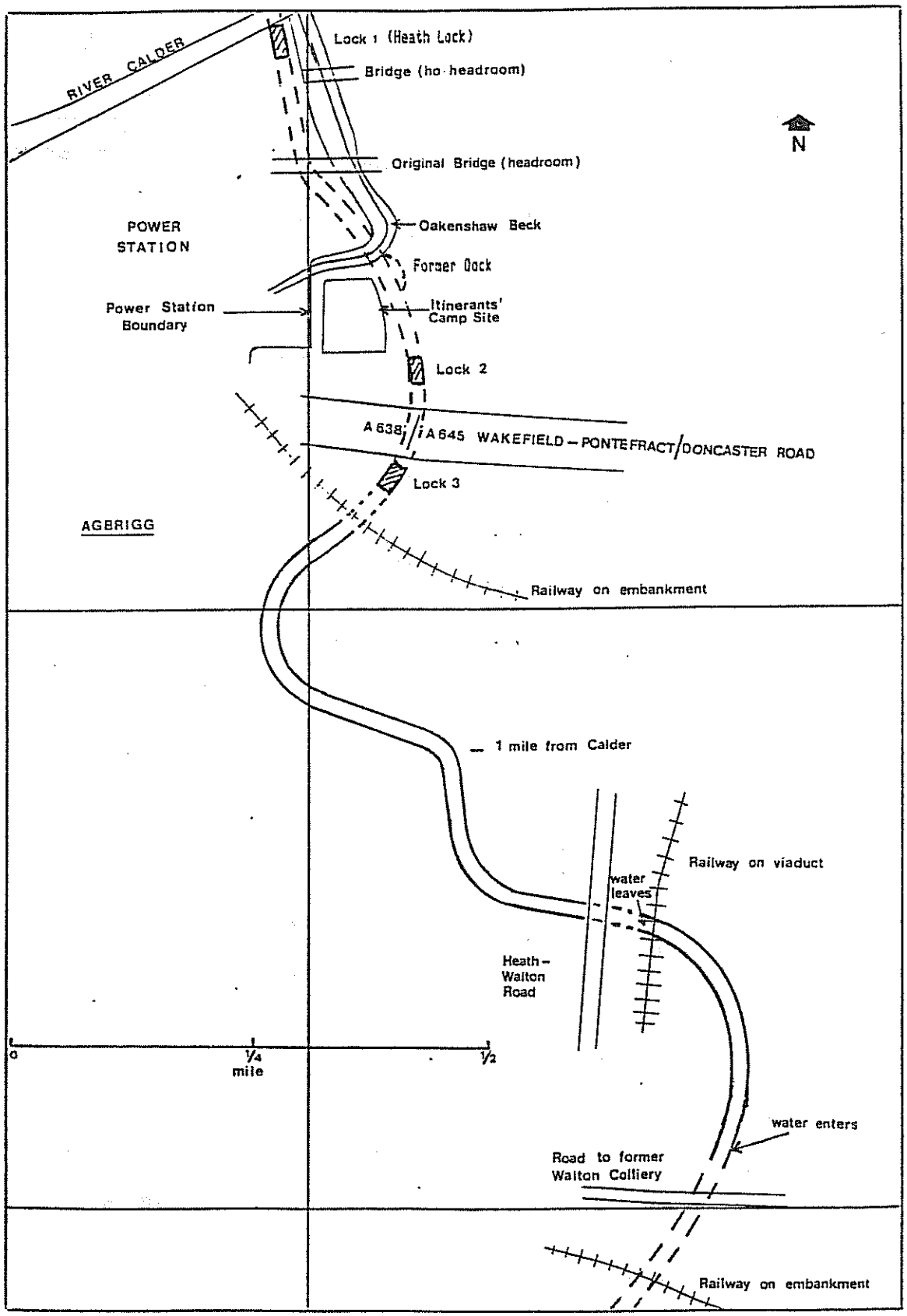
1 Barnsley Canal
2 Dearne & Dove Canal
a) Worsborough Branch
b) Elsecar Branch
3 Sheffield & South Yorkshire (Don) Navigation
4 Aire & Calder Navigation
5 New Junction Canal
6 Leeds & Liverpool Canal
7 Bradford Canal
8 Calder & Hebble Navigation
9 Rochdale Canal
10 Huddersfield Broad Canal
11 Huddersfield Narrow Canal
12 Selby Canal
13 River Ouse
14 River Derwent
15 River Trent
16 Chesterfield Canal

OWNERSHIP

Following closure, most of the canal was sold by British Waterways predecessors and is now mostly owned by Wakefield Council, Barnsley Council, British Coal and RJB Mining. Some sections are also in private ownership.

All sections of canal beneath roads are owned by the Highway Authorities and those under railways by British Rail.

MAP 1


RIVER CALDER
Lock 1 (Heath Lock)
Bridge (ho headroom)
N
Original Bridge (headroom)
POWER STATION
Oakenshaw Beck
Former Dock
Power Station Boundary
Itinerants' Camp Site
Lock 2
A 638
A 645 WAKEFIELD – PONTEFRACT/DONCASTER ROAD
Lock 3
AGBRIGG
Railway on embankment
1 mile from Calder
Railway on viaduct
water leaves
Heath – Walton Road
0
¼ mile
½
water enters
Road to former Walton Colliery
Railway on embankment

MAP 1

The entrance lock from the River Calder has been destroyed and an outlet for power station water created in its place. The power station grounds include the course of the canal and it has been almost entirely filled in. The power station is now closed and demolished. Development proposals for the site are being considered by Wakefield Council.

The Oakenshaw Beck runs alongside. This is spanned by an original stone bridge whose second arch, now buried, spanned the canal. There is also a new concrete bridge into the power station used only for access to the switchgear to the east of Oakenshaw Beck. The former route of the canal along the Oakenshaw Beck is unobstructed apart from the new concrete bridge. This route was abandoned in 1816 because the long inlet off the river to the former first lock tended to silt up.

The canal has been filled in alongside the walled itinerants' camp (a former works), under the main road and up to the railway embankment. Locks 2 and 3 have been filled. The road has been widened to many times its original width.

Two buildings remain. North of the road is a cottage at what was a basin and boatyard. South of the road is the former blacksmith's workshop and cottage which are listed buildings and pre-date the canal. The railway embankment is now continuous and the former bridge was either dismantled or buried. The embankment was also widened to form a branch line to the power station.

Beyond the railway, a section of the canal remains in its original state, in water to its original depth. This extends to the Heath to Walton Road (Oakenshaw Lane) and is managed by the Walton Angling Club as a fishery. The canal here is in better condition than many navigable canals elsewhere. A small section is infilled.

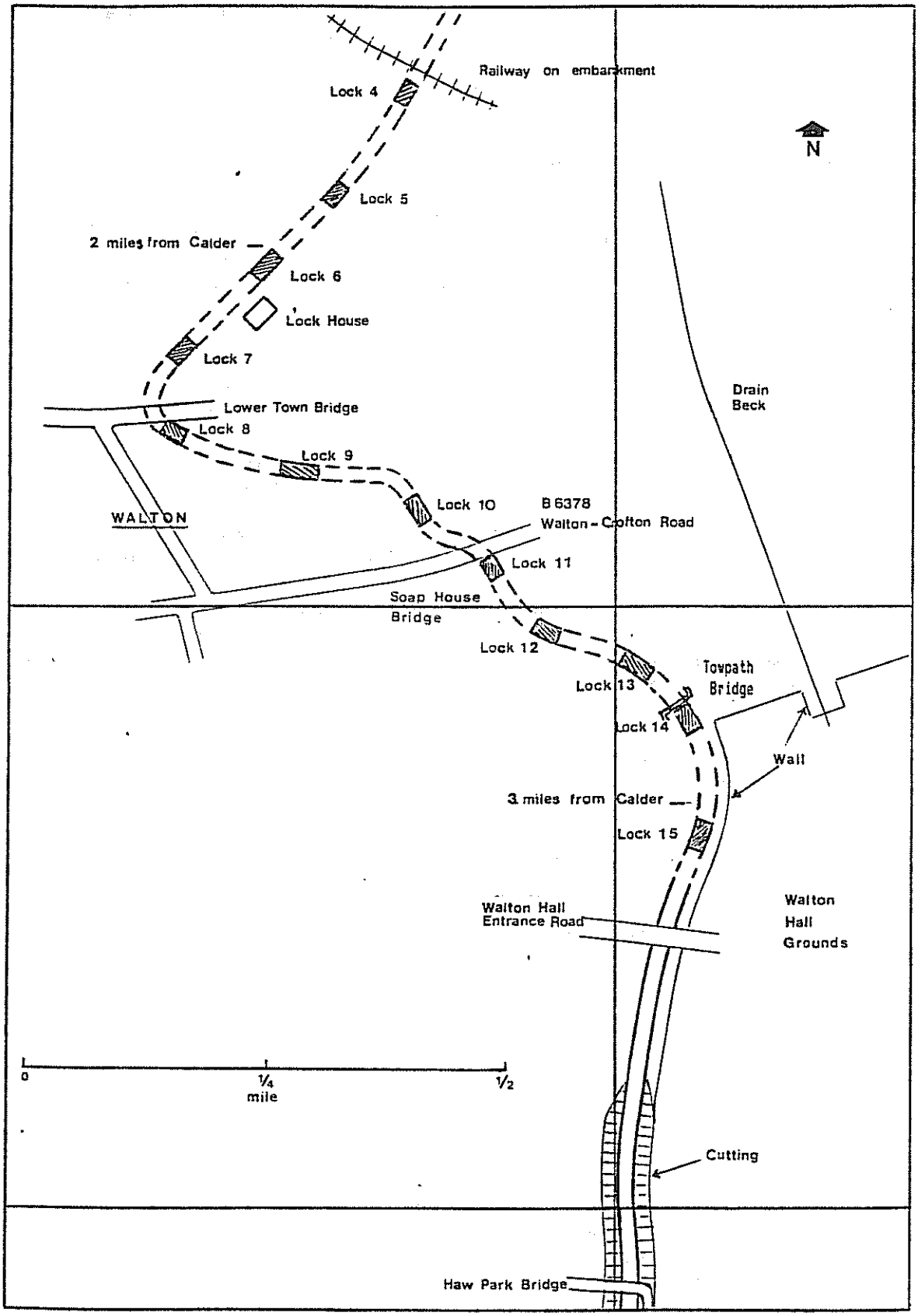
The Oakenshaw Lane Bridge has been lowered and the canal filled in up to about 100 yards beyond the road. A small car park for the Walton Angling Club is on the filled canal. Here is an original culvert under the canal now carrying the Red Beck into the Oakenshaw Beck. A strong flow of water coming down the canal is diverted into the Beck. From the railway viaduct the next ¼ mile has been restored by Wakefield Council as part of the Walton Colliery Restoration Scheme. Water is not at the correct level due to restricted supply from Drain Beck. The remaining length to the railway embankment is infilled, but unobstructed.

The railway embankment, which carries the Wakefield to London (Kings Cross) electrified line, is now continuous and the former bridge was either dismantled or buried. There is a culvert nearby under the railway embankment for Drain Beck.

MAP 1 OWNERSHIP

The section from the Calder to the A638/A645 road was sold to the Central Electricity Generating Board and the section within the power station site is now owned by National Power. From the railway to Oakenshaw Lane is owned by British Coal, and from Oakenshaw Lane to the Wakefield/Doncaster railway line by Wakefield MDC.

MAP 2


Railway on embankment
Lock 4
N
Lock 5
2 miles from Calder
Lock 6
Lock House
Lock 7
Drain
Beck
Lower Town Bridge
Lock 8
Lock 9
Lock 10
B 6378
Walton - Crofton Road
WALTON
Lock 11
Soap House
Bridge
Lock 12
Towpath
Bridge
Lock 13
Lock 14
Wall
3 miles from Calder
Lock 15
Walton Hall
Entrance Road
Walton
Hall
Grounds
0
1/4
mile
1/2
Cutting
Haw Park Bridge

MAP 2

The canal and Locks 4 to 7 have been obliterated and there is now a stretch of rough grassland between the railway and Lower Town Bridge, which remains. This area is an informal playground for the children from the estate nearby. The Lock house remains inhabited in the middle of the open area. Most of the canal between Lower Town Bridge and Soap House Bridge has been built on although the original towpath retaining wall remains. One house is built on a lock and uses the lock chamber as a garage.

Soap House Bridge, which was a notorious road hazard, has been considerably lowered and widened. Above Soap House Bridge, the driveway to various houses is built on the canal. The retaining wall for the canal, which is about 10' high is still there. After about 300 yards the canal is filled in but not built on. To the north of Soap House Bridge planning permission has been granted for erection of houses on the line of the canal.

There are no traces of locks until some small remains at Locks 13 and 14 and more substantial remains at the top lock, Lock 15, where the chamber is complete. At the foot of Lock 14 there was a bridge taking the towpath from the east to the west side of the canal. On the steep hillside below Lock 14 new houses have been built right up to the wall around the grounds of Walton Hall. Wakefield Council's Community Programme Scheme has built a footpath up the canal from Soap House Bridge to the top lock. A recent local authority bungalow development encroaches very close to Lock 13.

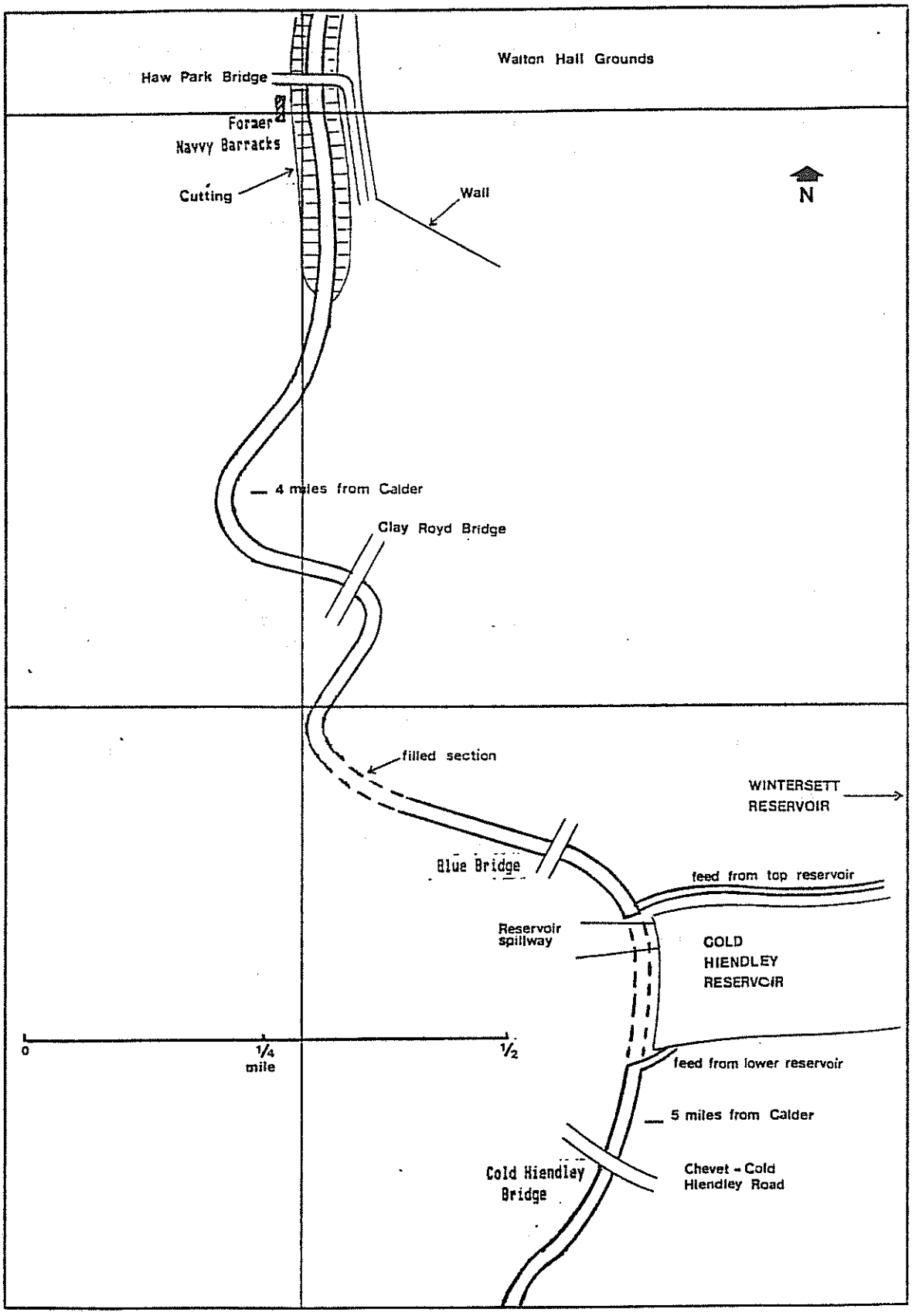
Above Lock 15 the canal is in water but of only shallow depth. The top lock was completely excavated by the Community Programme Scheme in 1988 and is at present refilled with soft material as a temporary safety measure. The original bridge remains in use as the entrance to Walton Hall. Just to the north of the bridge there is a pipe across the canal at a low level. The canal here remains in water, but below the original level, up to Haw Park Bridge. The canal here enters the first of the 2 deep cuttings which caused so many problems for the original builders. This Walton cutting is made through solid rock and from an engineering point of view is unnecessary as there is lower ground to the east. Unfortunately this was in Walton Hall Park and could not be used. The grounds of Walton Hall have now been developed as a golf course.

The canal from Lock 14 to beyond Haw Park Bridge is flanked by the 12' high wall of Walton Hall. This was built by the famous naturalist and explorer, Squire Waterton, partly to stop the canal boatmen poaching on his land. This wall, about 2½ miles long round the estate, enclosed one of the earliest nature reserves in the country. The towpath and the channel as far as Clay Royd Bridge (see Map 3) have been cleared and improved by Wakefield Council.

MAP 2 - OWNERSHIP

From Lock 5 to Lower Town Bridge the canal was sold to builders N C Ashton Ltd. Between the railway and Lock 5 the land still belongs to British Waterways Board. Between Lower Town Bridge and Lock 12 and between Locks 13 and 14 the canal is in a number of private ownerships. The remaining canal on Map 2 is now in the ownership of Wakefield MDC.

MAP 3


Walton Hall Grounds
Haw Park Bridge
Former Navvy Barracks
Cutting
Wall
N
4 miles from Calder
Clay Royd Bridge
filled section
WINTERSETT RESERVOIR
Blue Bridge
feed from top reservoir
Reservoir spillway
COLD HIENDLEY RESERVOIR
0
1/4 mile
1/2
feed from lower reservoir
5 miles from Calder
Cold Hiendley Bridge
Chevet - Cold Hiendley Road

MAP 3

The canal continues in the Walton cutting with a gradually increasing depth and width of water. The large trees over the cutting and its steep rocky sides make this a spectacular stretch of water. Haw Park Bridge is an impressive original bridge, in good condition, carrying a track across the cutting at a high level. To the south-west of the bridge, the private house was created from the barracks which accommodated the navvies who built the cutting.

The canal emerges into more open countryside and is initially somewhat overgrown and weed-covered. Below and above Clay Royd Bridge the canal is in very good condition with both depth and width of water. It is managed as a fishery by Wakefield Angling Club.

Clay Royd Bridge has a wooden deck of fairly recent construction on the old stone abutments. There are woods on both sides of the canal which are popular areas for walking. These woods continue right to Cold Hiendley. An old rope pulley stone remains on a sharp bend south of Clay Royd Bridge.

Between Clay Royd Bridge and Blue Bridge a short section has been almost filled, leaving a very narrow channel on the east side. This was done in the 1960's by the owners, the National Coal Board, because of water seepage from the canal. Blue Bridge bears the date 1828 and is in good condition. Like many Barnsley bridges, it has grooves in the centre of the arch and the towpath for stop boards and is shaped on the towpath side to accommodate the towing horse.

Just north of the reservoir, the original feed stream from the top reservoir enters, but is heavily silted and overgrown. There is another rope pulley stone in the towpath opposite the feed entrance. Wakefield Council proposes to restore this section during 1995/6.

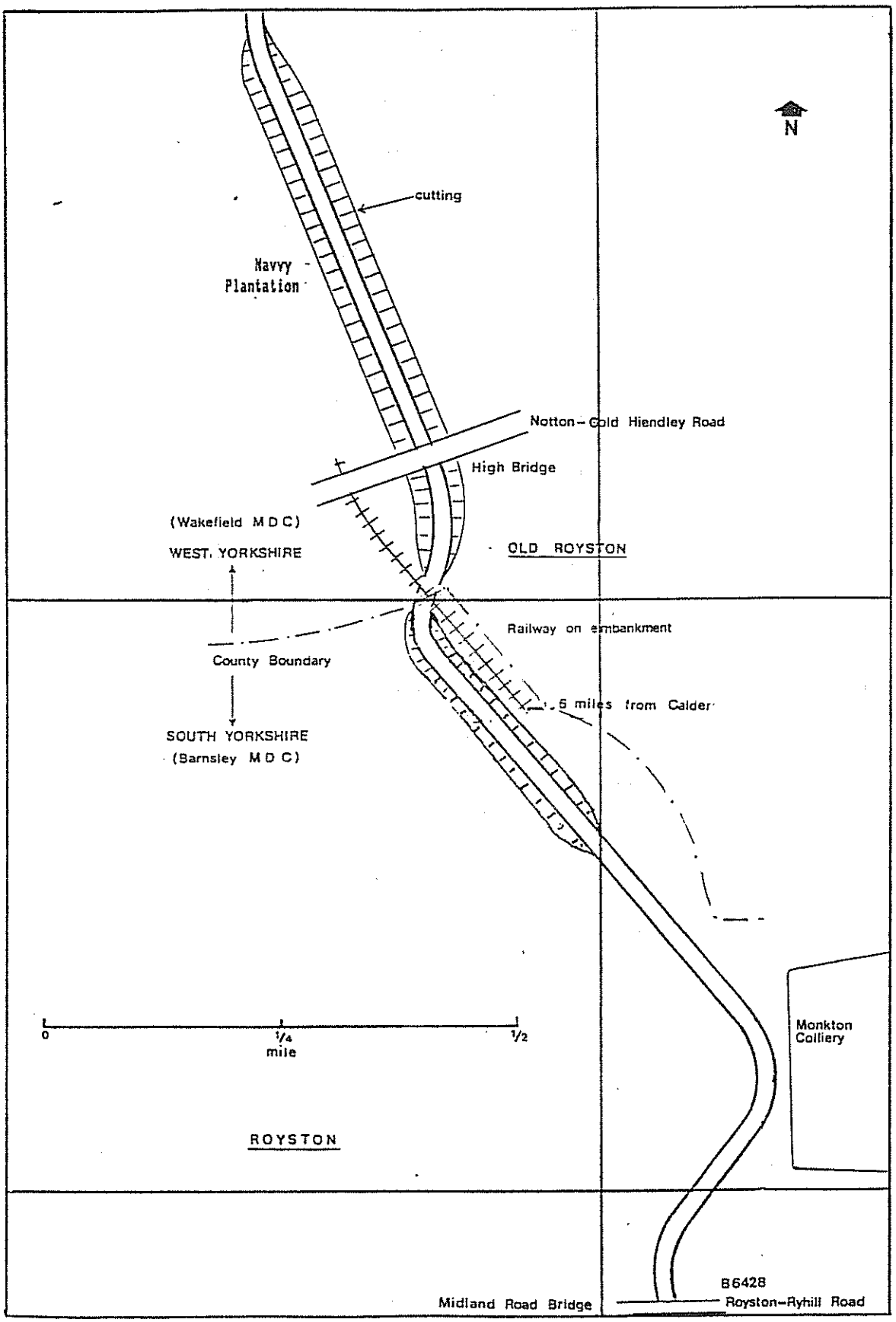
Across the reservoir the canal has been filled to enlarge the retaining embankment of the reservoir. At the northern end there is a relatively new concrete spillway running down through the wood to join the small stream some distance away. At the southern end there is a connection, again of recent construction, from the lower reservoir to the canal. Water flows to the reservoir from the canal when the canal is full and vica-versa. The operational level of the canal was above that of the reservoir.

The canal is overgrown, with very little water up to the bridge carrying the Chevet - Cold Hiendley Road. This bridge is culverted and the road level is slightly too low to provide clearance.

MAP 3 - OWNERSHIP

From the top of the map to Clay Royd Bridge is owned by Wakefield District Council, who have also recently acquired the section from Clay Royd Bridge to the Cold Hiendley Reservoir from British Coal. From the reservoir to the bottom of the map, the canal together with the reservoirs of Cold Hiendley and Wintersett, passed into the ownership of RJB Mining Ltd on the privatisation of the Coal Industry in 1995.

MAP 4


N
cutting
Navvy Plantation
Notton–Cold Hiendley Road
High Bridge
(Wakefield M D C)
WEST YORKSHIRE
OLD ROYSTON
Railway on embankment
County Boundary
5 miles from Calder
SOUTH YORKSHIRE
(Barnsley M D C)
0
1/4 mile
1/2
Monkton Colliery
ROYSTON
B6428
Royston–Ryhill Road
Midland Road Bridge

MAP 4

The canal now enters the long Notton cutting which is wider than the Walton cutting, being cut through shales rather than rock. The sides are thickly wooded and this is a very attractive section of canal.

The aptly named High Bridge at Old Royston is of relatively recent construction, formed from steel girders on stone piers. The road is about 30' above the canal.

Up to the railway the canal is deep and teeming with tadpoles in early summer. The railway bridge has been filled in and the tracks cross diagonally on a continuous embankment. The remains of the bridge abutments can be seen buried in the embankment. The railway is high enough to provide headroom for a bridge. British Rail is understood to have well advanced proposals to close this line.

The County boundary crosses the canal at the same point as the railway. Six miles of the canal to the north are in West Yorkshire (Wakefield District). The remaining 10 miles are in South Yorkshire (Barnsley District).

Beyond the railway, the canal cutting carries on for some distance. In 1986 the Barnsley Canal Group's work party built steps in the side of the cutting to enable towpath walkers to avoid a sunken section of towpath.

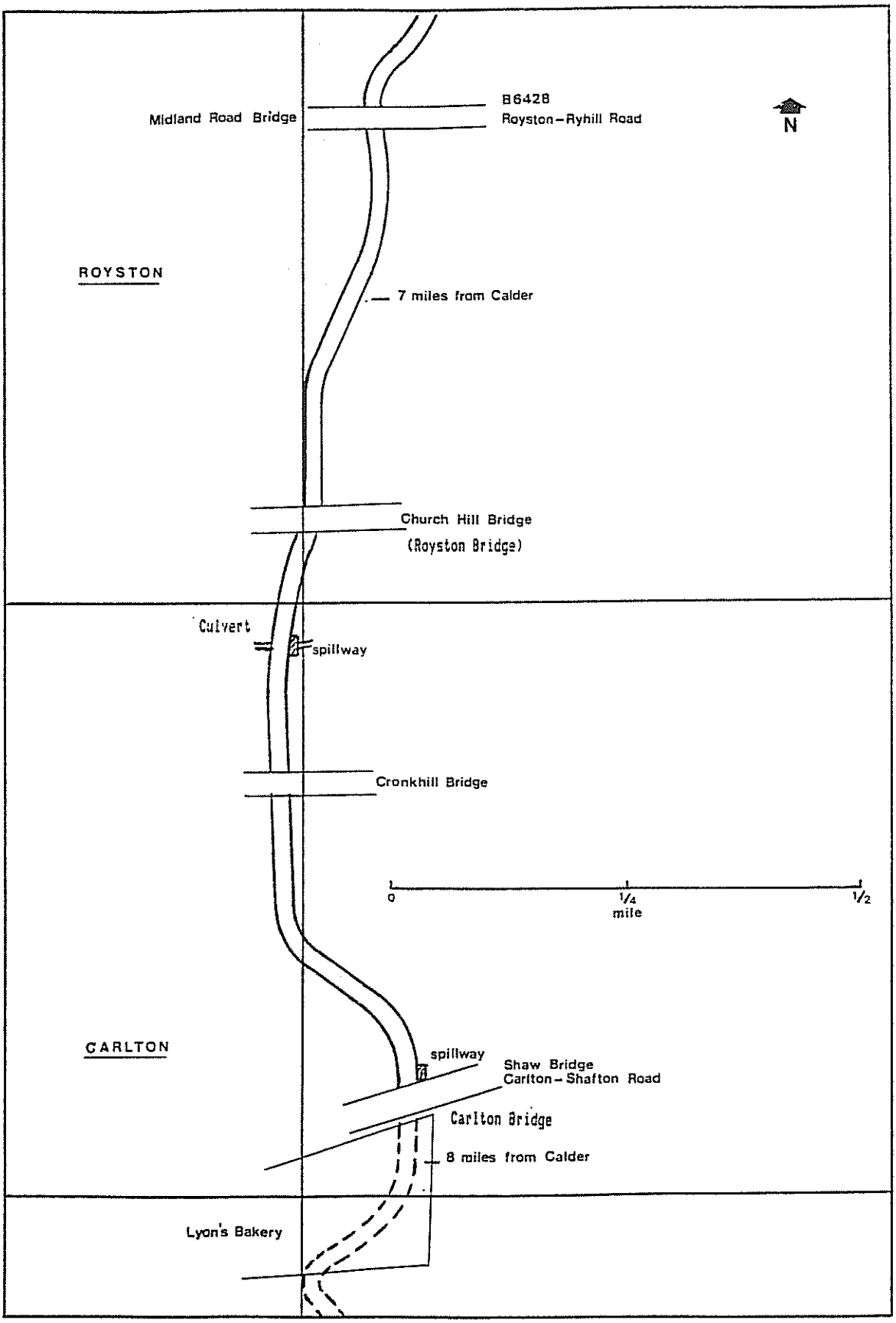
The canal continues in water past Monkton Coking works, but becomes overgrown towards Midland Road. The towpath is submerged in places following subsidence but an alternative footpath is available.

Midland Road Bridge has been culverted. This was the site of the 1934 electric lift bridge. This lift bridge, provided by the West Riding County Council, was of remarkable and probably unique construction. It had 4 brick pillars and the road deck with the controller's cabin lifted vertically, by only about 2', to give clearance for boats. There now appears (because of subsidence) to be sufficient headroom for a new canal bridge without raising the very busy road.

MAP 4 - OWNERSHIP

North of the railway the canal is now owned by RJB Mining Ltd and to the south of the railway is owned by British Coal.

MAP 5


B6428
Royston–Ryhill Road
Midland Road Bridge
N
ROYSTON
7 miles from Calder
Church Hill Bridge
(Royston Bridge)
Culvert
spillway
Cronkhill Bridge
0
1/4
mile
1/2
CARLTON
spillway
Shaw Bridge
Carlton–Shafton Road
Carlton Bridge
8 miles from Calder
Lyon's Bakery

MAP 5

From Midland Road to Church Hill the canal runs past the gardens of houses. It is in water but not to the full depth and somewhat overgrown. There is a good towpath.

Church Hill Bridge has been culverted and the road lowered considerably. A lift or swing bridge will probably be required here. There are houses either side of the bridge. The old house at the side of the canal to the south of Church Hill was a Canal Company house, probably for the local lengthman.

Between Church Hill and Cronkhill the canal improves considerably with a good depth of water and a good towpath which was resurfaced in 1995 by BCG, the Royston Civic Society and WRG. There is a spillway along this stretch.

Cronkhill Bridge originally carried a mineral railway, now gone. A farm track crosses the culverted canal at this point. There would be headroom for a new canal bridge.

The good section of the canal continues beyond Cronkhill Bridge. As the canal approaches Shaw Bridge it deteriorates, becoming very overgrown and shallow. Just before the bridge there is a spillway carrying the water downhill to the east in a covered culvert to the nearby tributary of the River Dearne.

The National Coal Board acquired the reservoirs and the canal from Clay Royd Bridge (Map 3) to Shaw Bridge (Map 5) firstly in order to pump water from a mine at Ryhill into Wintersett Reservoir. A further reason lay in a proposal to build a coking works at Grimethorpe, further south down the Dearne Valley. The River Dearne provided insufficient water for cooling purposes and canal water was to be fed to it to supplement the river flow. The coking works was never built.

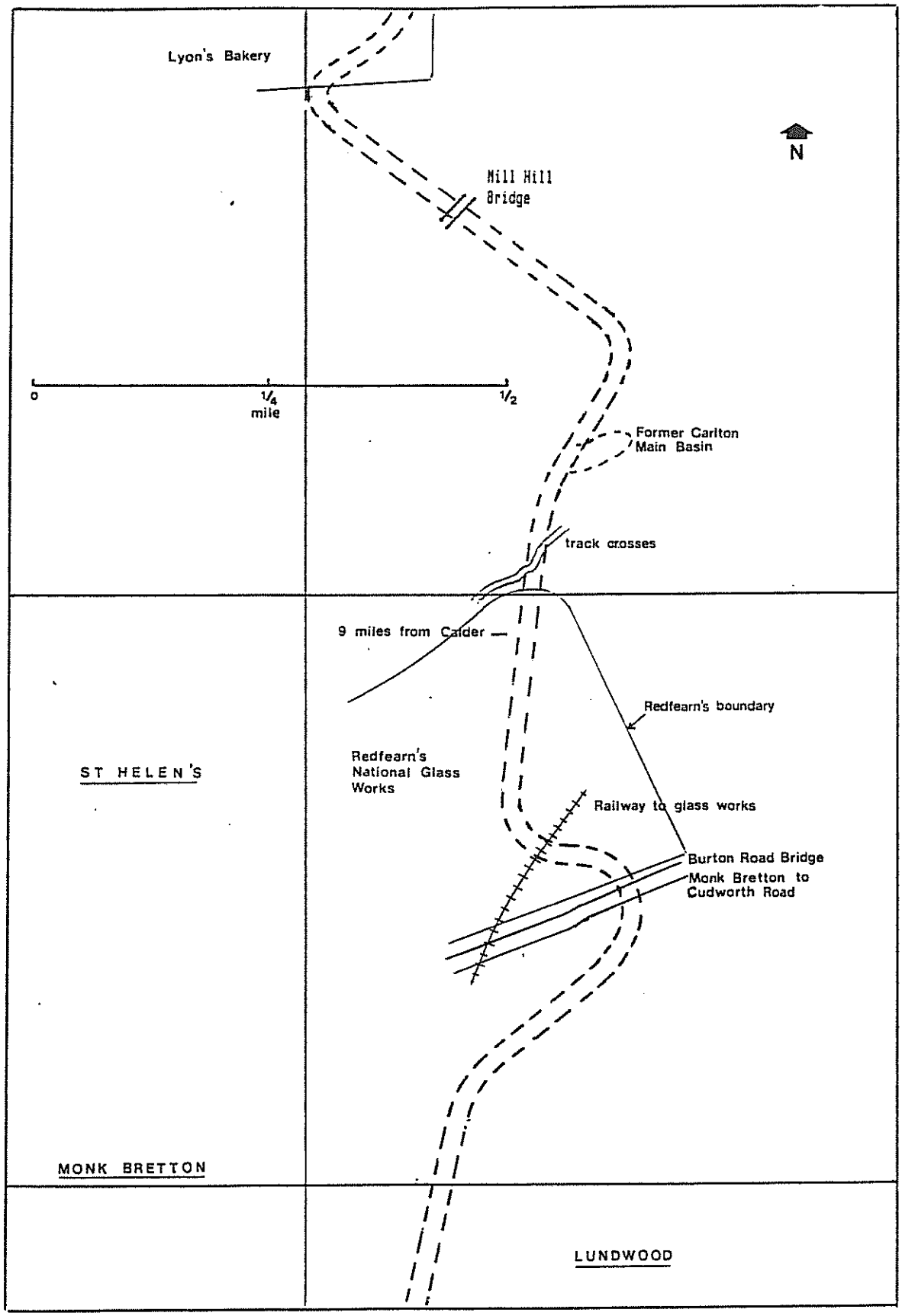
Shaw Bridge has been eliminated and the road level lowered. It would probably have to be raised to provide headroom.

Beyond Shaw Bridge the canal has been filled and the grounds of the Lyons Bakery complex extend across it. No buildings have been erected on the line of the canal which crosses a grass field.

MAP 5 - OWNERSHIP

Except for one small section, the whole of the canal on this map is owned by British Coal. The exception is 100 yards south of Shaw Bridge which is owned by Lyons Bakery.

MAP 6


Lyon's Bakery
N
Mill Hill
Bridge
0
1/4
mile
1/2
Former Carlton
Main Basin
track crosses
9 miles from Calder
Redfearn's boundary
Redfearn's
National Glass
Works
ST HELEN'S
Railway to glass works
Burton Road Bridge
Monk Bretton to
Cudworth Road
MONK BRETTON
LUNDWOOD

MAP 6

From the Lyons Bakery complex, the canal has been eliminated as part of the reclamation of the former Carlton Main Colliery area.

There are some traces of the canal where a rough track crosses near the boundary of the Redfearns Glass Works. Two bridges and the former Carlton Main Basin have been eliminated by this reclamation.

Through the glass works the canal has been filled in and covered by very substantial buildings. A railway through the works used to carry on to Burton Road where the railway bridge still exists. There is a further old railway bridge east of the former canal crossing of Burton Road.

Redfearns Glass Works were originally at the side of the canal in Barnsley near Harborough Hill Road (see Map 8). The firm received supplies of coal and sand by canal. Their present site was specifically chosen because canal transport was still available. Unfortunately, by the time the move was completed in the early 1950's the canal had been closed and abandoned.

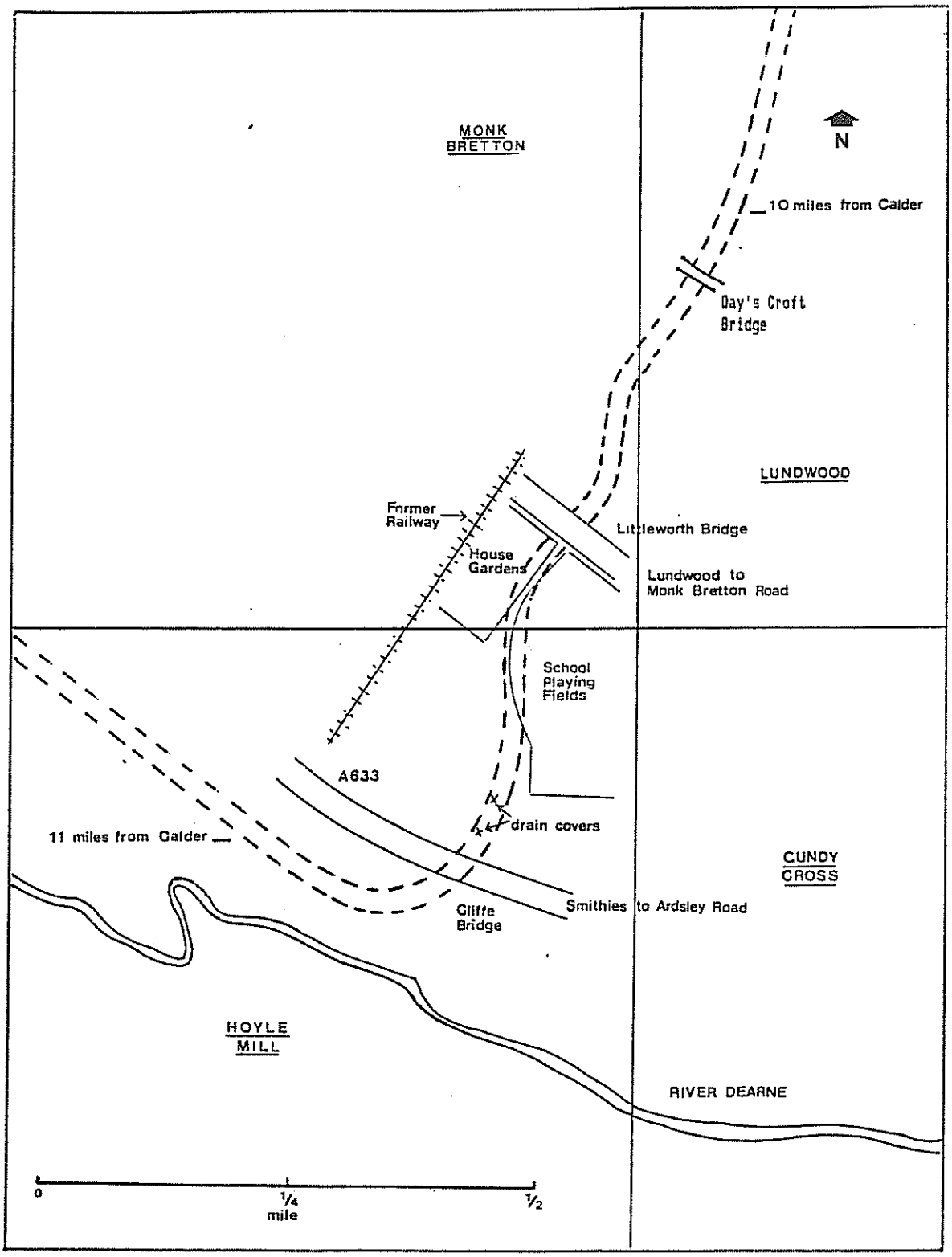
The Burton Road canal bridge has been eliminated and the busy road lowered. This was a notoriously dangerous road bridge.

Beyond Burton Road Bridge the infilled canal enters another large South Yorkshire County Council reclamation site. Faint traces can be seen of the canal on the contour of the hill but the whole is graded and grassed. An old bridge on this stretch has been eliminated.

MAP 6 - OWNERSHIP

The canal from Lyons Bakery to Redfearns boundary is owned by Barnsley Council and the section within the works boundary by Redfearns Ltd. South of Burton Road Bridge the course of the canal is now owned by Barnsley Council.

MAP 7


MONK BRETTON
N
10 miles from Calder
Day's Croft Bridge
LUNDWOOD
Former Railway
Littleworth Bridge
House Gardens
Lundwood to Monk Bretton Road
School Playing Fields
A633
drain covers
11 miles from Calder
CUNDY CROSS
Cliffe Bridge
Smithies to Ardsley Road
HOYLE MILL
RIVER DEARNE
0
1/4 mile
1/2

MAP 7

The canal remains infilled across the large reclamation area, known as Littleworth Park, to Littleworth Bridge. The contours of the land show small traces of the canal.

Littleworth Bridge has been eliminated and the road lowered to the surrounding level. The land drops fairly steeply from north-west to south-east. In this area the final breach of the canal occurred in 1946, causing its ultimate closure.

To the south of the road new housing has been built and their gardens extend over the line of the canal. Similarly the school playing fields below the canal encroach on the line.

Approaching Cliffe Bridge the filled-in canal lies across landscaped open ground. There are 2 large drain covers on the line of the canal. The ground is open right to the edge of the A633 Smithies to Ardsley road.

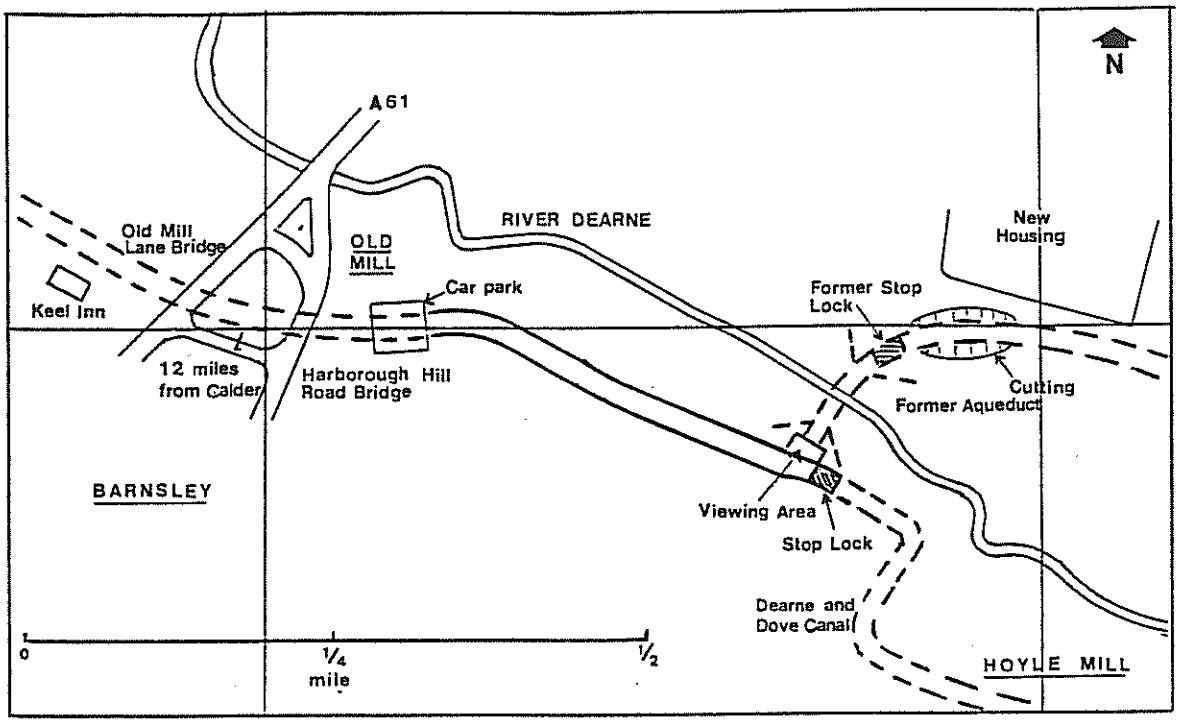
Cliffe Bridge has been eliminated and the road widened considerably. The canal level was in a cutting some distance below the road.

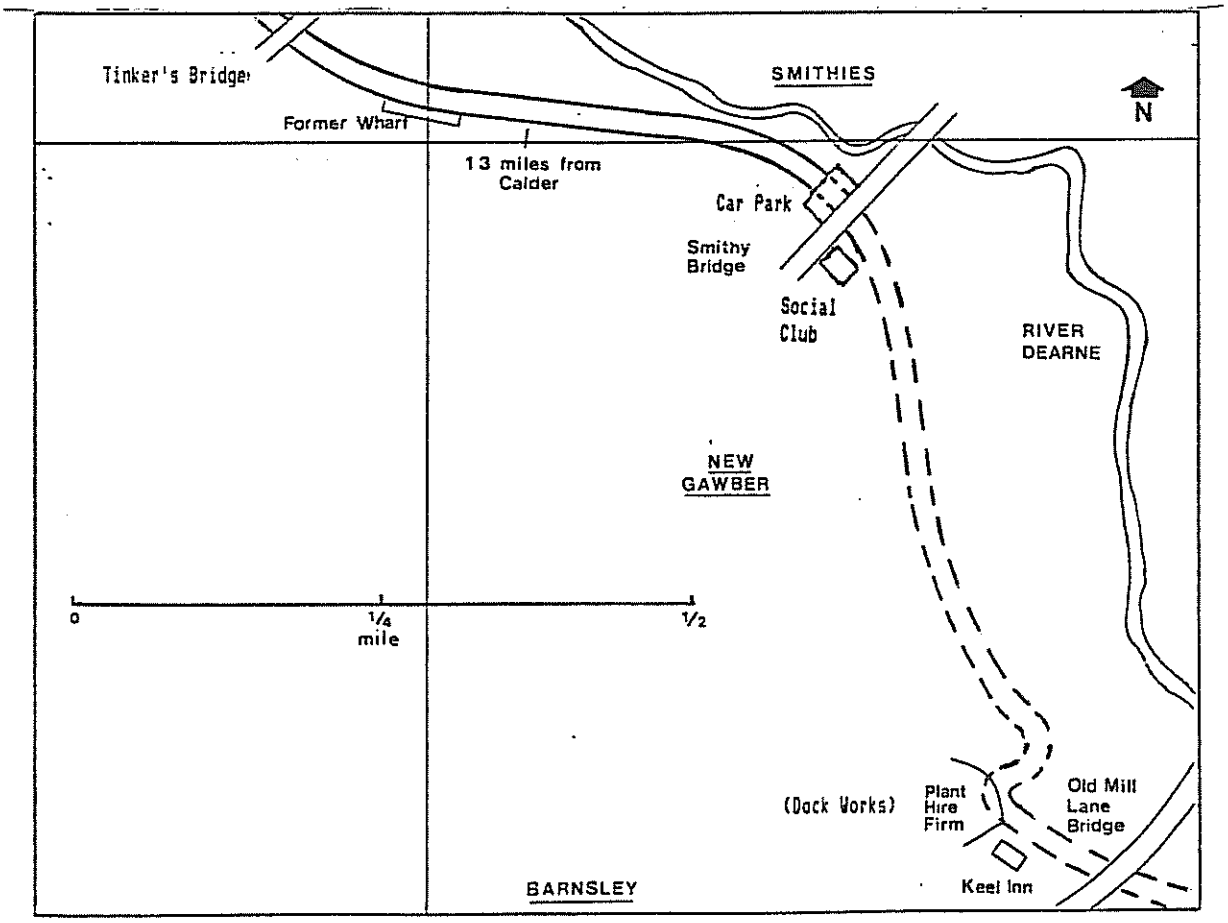
To the south of the road, a car park has been built on the filled canal. At its edge the level drops sharply to show the outline of the canal channel below. In 1984 the canal was filled from here onwards as part of the reclamation and landscaping of the area. The route of the canal remains obvious.

MAP 7 - OWNERSHIP

With the exception of the gardens of houses on Kitson Drive the whole of the canal on Map 7 is owned by Barnsley Council.

MAPS 8 & 9


N
A61
RIVER DEARNE
New Housing
Old Mill Lane Bridge
OLD MILL
Keel Inn
Car park
Former Stop Lock
12 miles from Calder
Harborough Hill Road Bridge
Cutting
Former Aqueduct
BARNSLEY
Viewing Area
Stop Lock
Dearne and Dove Canal
0
1/4 mile
1/2
HOYLE MILL


Tinker's Bridge
SMITHIES
N
Former Wharf
13 miles from Calder
Car Park
Smithy Bridge
Social Club
RIVER DEARNE
NEW GAWBER
0
1/4 mile
1/2
(Dock Works)
Plant Hire Firm
Old Mill Lane Bridge
BARNSLEY
Keel Inn

MAP 8

The bed of the canal has been filled as part of the reclamation and landscaping of the area right up to the former aqueduct. Bayldon Bridge across the shallow cutting has been eliminated but the bridge abutments and the former stop lock are buried intact. The gardens of new housing come down to the edge of the canal. The abutments of the aqueduct have been covered with tipped material at both sides of the valley. The 4 piers remain to a height of about 12'. There is a footbridge across the aqueduct, constructed on the pier remains. At the southern end of the aqueduct an extensive viewing and sitting area has been built on the canal. To the south of the junction, where the Dearne & Dove Canal entered, the remarkable Dearne & Dove stop lock has been preserved. This has double cills facing each way, at the bottom end. The foundations of the former junction cottage (called Aqueduct House) have been preserved.

The Barnsley Canal was restored in 1984 by the Barnsley Trades Council Community Programme Scheme from the aqueduct to a car park (on the canal) near Harborough Hill Road. This stretch of canal is in very good condition, fished and maintained by an angling club. From the car park to Harborough Hill Road the canal is filled in but not built on. Harborough Hill Road is now the new Barnsley eastern relief road. It is high enough to provide headroom as is the next road, Old Mill Lane. These form a roundabout system. At the centre of the roundabout is the B & Q Retail Warehouse which uses the canal line as a car park. The stone canal edge with mooring rings, is well preserved as an edge to the B & Q car park. Beyond Old Mill Lane the canal has been filled and grassed.

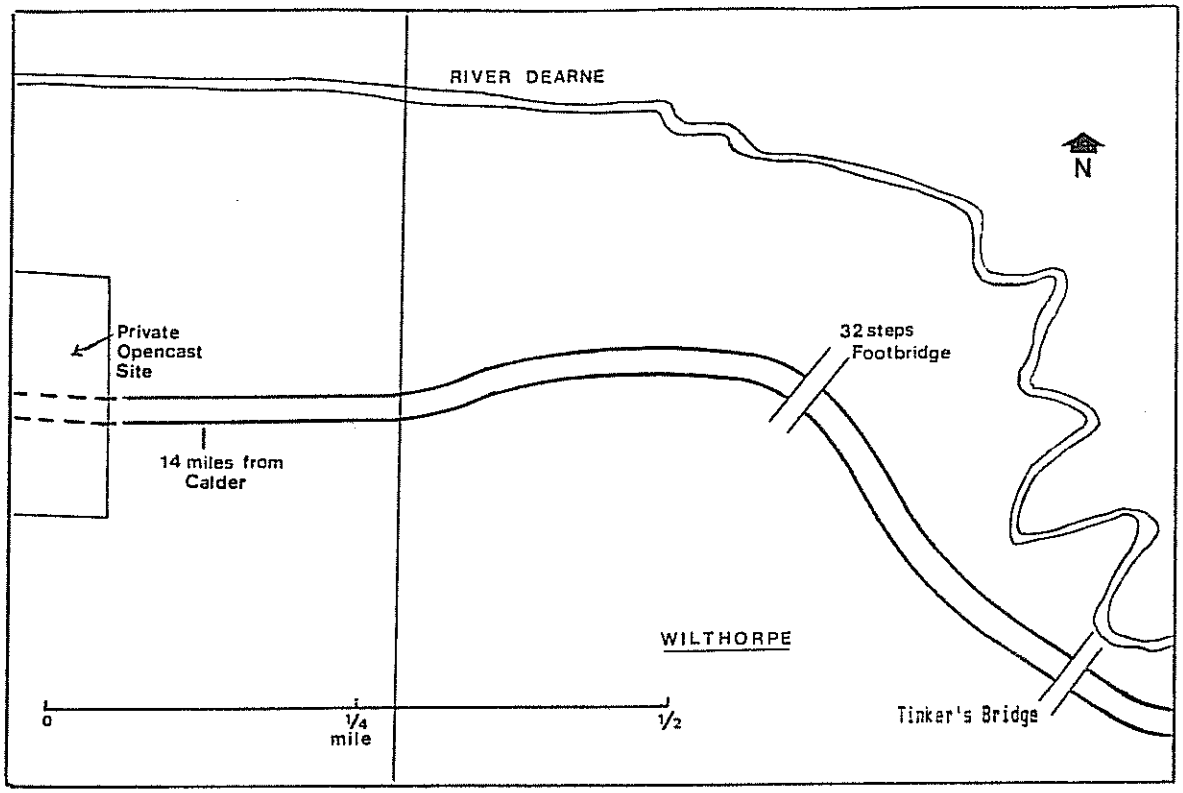
MAP 9

Beyond the Keel Inn the former plant hire firm which used the "Dock Works" has encroached on the line of the canal for 100 yards. The site of the former works is now allocated for housing development. Supplementary planning guidance prepared by Barnsley Council states that the site of the canal cannot be developed and must remain as public open space. Otherwise, between Old Mill Lane and Smithy Bridge the canal has been filled and grassed, but the area may include a drainage system for the new houses. North of the canal at Old Mill Lane the large former Star Paper Mill site has been developed as a large Asda superstore with a new access road across the canal line to Canal Street.

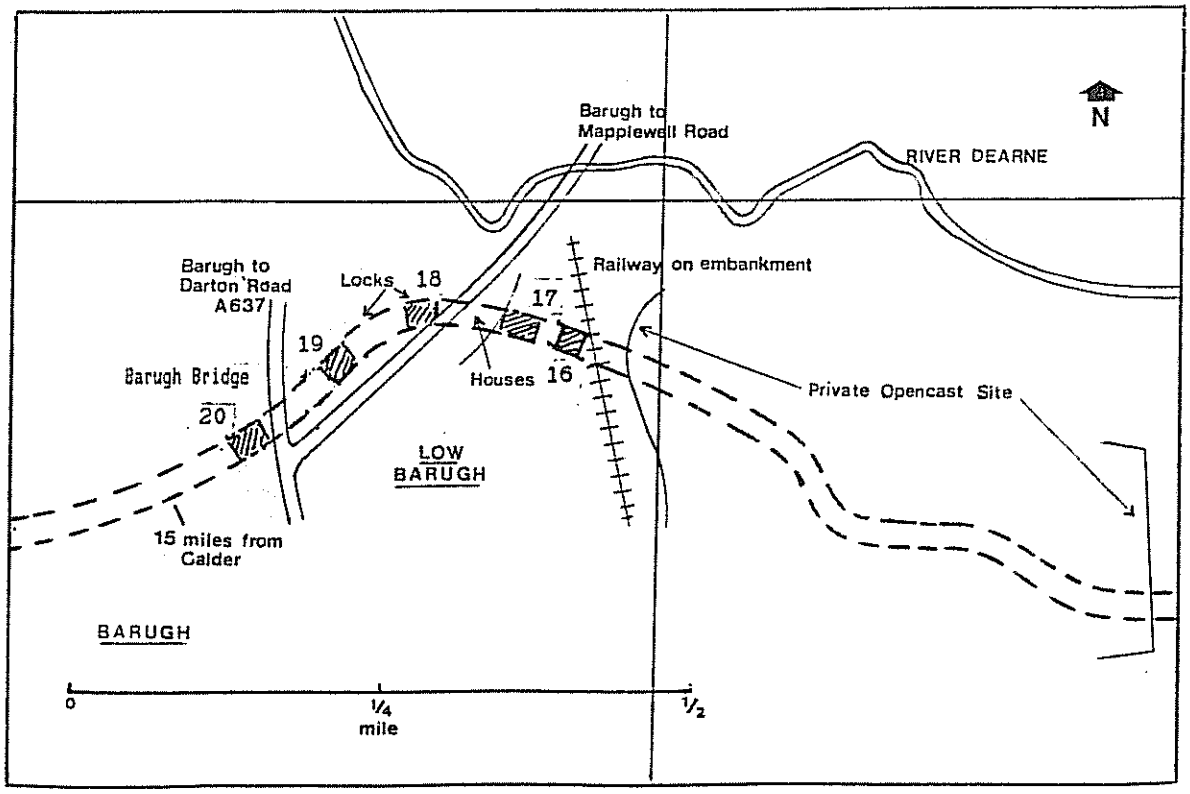
Smithy Bridge has been lowered and widened. To the south-west of the bridge, a public house car park encroaches on the line of the canal and a public car park has been built on the canal on the opposite side of the road. Beyond here the canal was restored under a Community Programme Scheme in 1987/88 although it is now becoming overgrown again. At the remains of the wharf on the off-side some old wooden barges where found in 1984 but were too badly decayed to merit preservation. In 1987, Tinkers Bridge was restored with a steel and wood deck on the old stone abutments, but subsequently developed subsidence problems.

OWNERSHIP - The canal on Maps 8 and 9 is owned by Barnsley Council with the exception of the Dock Works site which is in private ownership.

MAP 10


RIVER DEARNE
N
Private
Opencast
Site
14 miles from
Calder
32 steps
Footbridge
WILTHORPE
Tinker's Bridge
0
1/4
mile
1/2

MAP 11


Barugh to
Mapplewell Road
N
RIVER DEARNE
Barugh to
Darton Road
A637
Locks
18
17
Railway on embankment
19
Barugh Bridge
Houses
16
Private Opencast Site
20
LOW
BARUGH
15 miles from
Calder
BARUGH
0
1/4
mile
1/2

MAP 10

The canal now runs through pleasant open countryside. Stop planks under Tinkers Bridge provide a good depth of water upstream but the canal becomes shallow and overgrown as it approaches the former site of the 32 steps footbridge.

The footbridge is no longer in existence. Instead a railed footway across the canal was created some years ago. The towpath is well used as a footpath.

The condition of the canal becomes worse towards the former opencast site, ending up as no more than a water filled depression in the ground. A former bridge has completely disappeared at the edge of the opencast site.

MAP 11

The line of the canal to the railway has entirely disappeared as a result of opencast coal workings. The land has been restored, but not the canal after completion of mining operations.

The bridge under the railway has gone and the embankment is continuous. The rest of the canal to Barnby Basin, abandoned in 1893, is infilled.

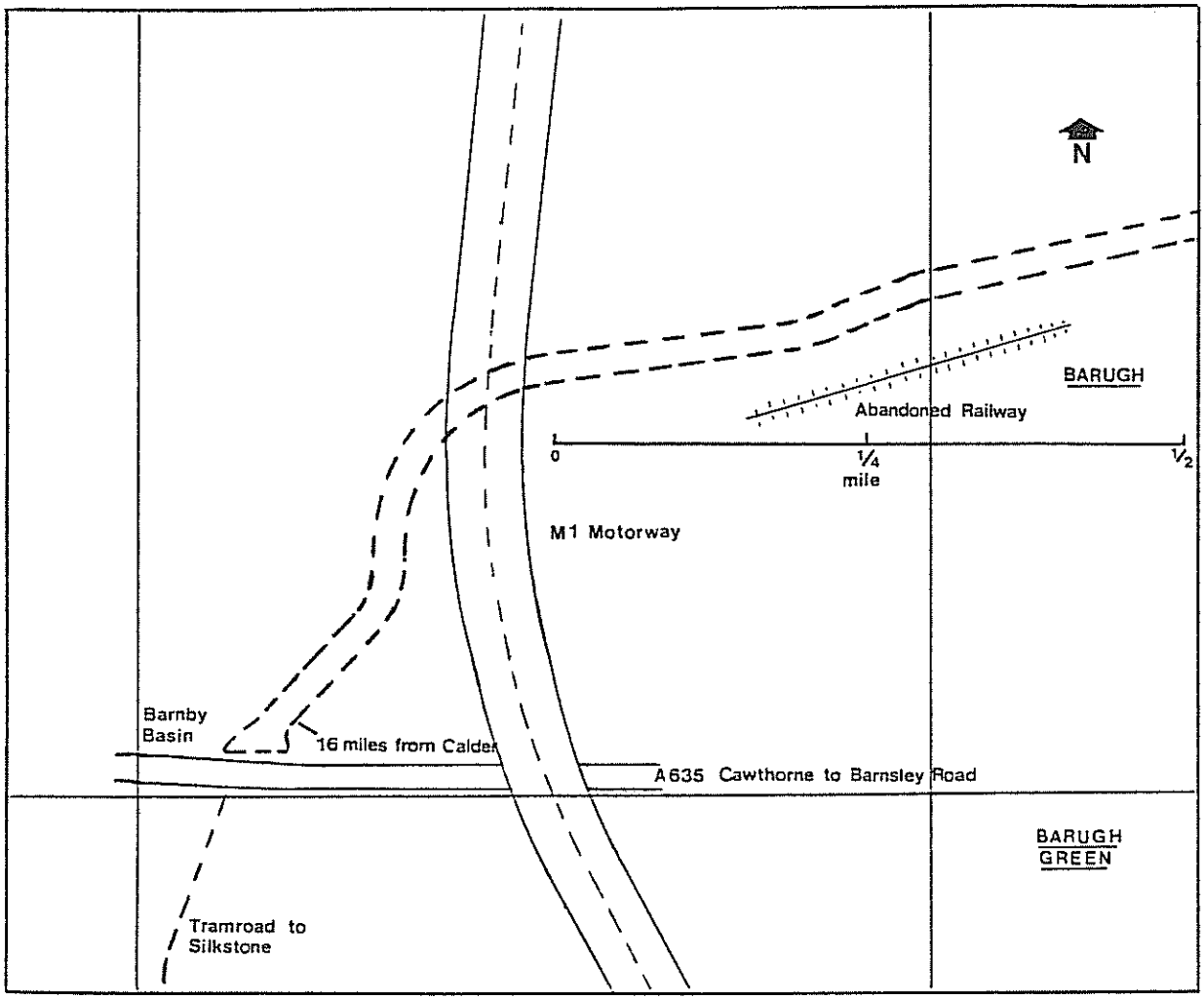
Above the former Lock 17, houses have been built on the line of the canal and Locks 18 and 19 are incorporated in gardens.

The canal beyond the A637 road has been incorporated in fields with a long narrow field indicating the old canal line. The canal above Barugh Bridge was filled as a rubbish tip by Darton Urban District Council in 1950's and 1960's.

MAPS 10 & 11 - OWNERSHIP

The canal up to the opencast workings is owned by Barnsley Council and from there to Dearne Hall Road by RJB Mining Ltd. The remainder of the canal on Map 11 is now in private ownership.

MAP 12



MAP 12

Up to the motorway the canal is incorporated in the fields. The towpath hedges are fairly obvious. Viewed from the motorway, the abandoned railway is the most noticeable feature.

Beyond the motorway the canal is filled and lost in a wooded area. The situation at the terminal basin is outlined on page 42. The minor road opposite was the route of the former tramroad from Silkstone.

MAP 12 - OWNERSHIP

The whole of the canal route on Map 12 is now in private ownership.

BARNBY BASIN

The largest building at Barnby Basin was the terminal warehouse, originally a 3 storey building placed sideways on to the end of the large basin. In the 1930's this building was decapitated. Two storeys were taken off it and the roof replaced. This complicated and expensive work produced the building which was then used for a garage business. The stone from the top 2 storeys was used to build the pair of houses adjacent. A large house, built in 1990, now occupies the site of the former warehouse and garage.

Next to the warehouse was a tiny 1 or 2 room single storey building. This was a public house, The Jolly Sailor.

The large basin is now flat and completely filled in, although its height above the surrounding land indicates its origin. Beyond the larger basin, behind the warehouse, was a narrow arm leading up to the large white house, once 2 cottages, at the road side. The arm, with its stone walling, is incorporated in the garden of this house.

The arm was built to reach the basin water supply. The source of this supply is found at Barnby Furnace Colliery up the Silkstone tramroad. At this colliery British Coal retains a shaft pumping a great deal of water into the nearby Silkstone Beck. This protected the workings at Redbrook and Woolley Collieries. Just below the outlet from the mine, the Beck is dammed and this pool formed the start of the Basin supply. The beautifully dressed stone weir and walling is a poignant reminder of the quality of the Barnsley Canal Company's stone work.

The water from the Beck was taken by a watercourse along the contour across the fields to a sluice by the side of the main road opposite the Basin. The watercourse was obliterated by opencast mining a few years ago but the sluice, with more dressed stone, remains. The water was then let in, as required, across the road to the Basin arm by the white house.

The taking of water from the Dearne system, of which Silkstone Beck is a tributary, was always a contentious point between the Barnsley and the Don Navigation. The Barnsley Act specifically prevented this and court cases were held regularly when the Barnsley transgressed. This Barnby supply was often in contention as well as one extracted at the bottom of Barugh Locks, where the Group now suggests that the restored canal might be fed from the River Dearne nearby. The supply at Barnby Basin was obviously carefully and permanently constructed so it appears that, in the course of time, it became permitted and legal, or at least uncontested.

Back at the Basin, the route of the tramroad, that vital link to the Silkstone Collieries into the Basin area, can be seen. There were at least 3 loading staithes. This coal was the main commodity carried by the canal, but there was an important trade in limestone up into the Basin. There were lime kilns on both sides and those on the north side are still clearly seen, being a series of deep holes with stoking holes in the sides. Producing lime for the local farmers was obviously an important trade.

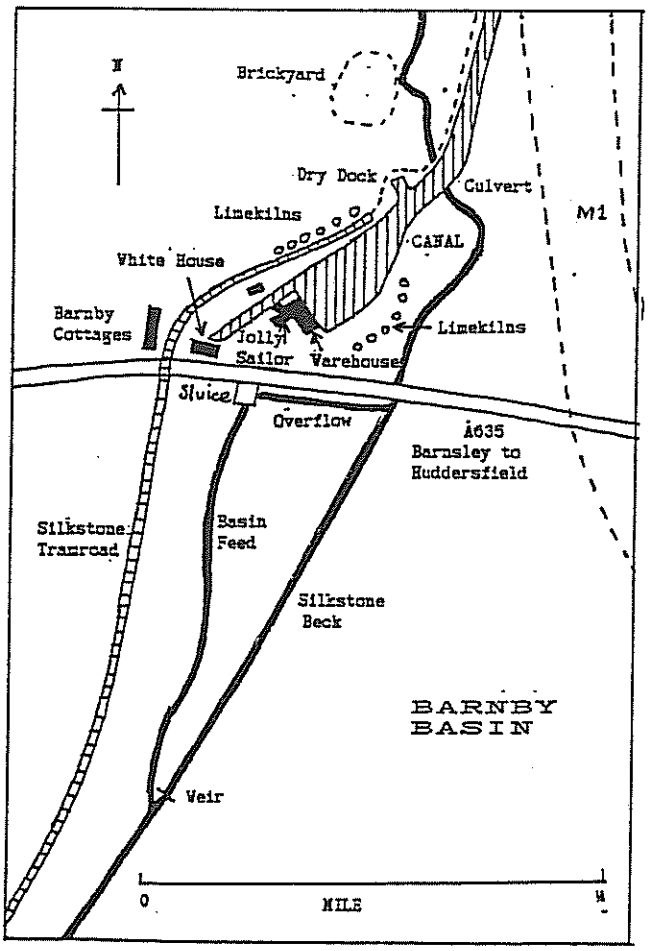
Old census details for the area suggest that in 1841, 1861 and 1871 there was always at least 1 boat builder or boat carpenter. They worked at the dry dock on the north of the canal just downstream of the basin. This dock can still

be clearly seen, presumably draining down into the Silkstone Beck nearby. The Beck still runs under the now filled canal line in a large culvert, which is built with a sump in the middle to take it under the canal channel.

Other residents at the Basin included a Collector of Tolls and a Water man, both concerned in running the canal. Various lime burners worked at the kilns. Mary Bashforth was for some time innkeeper at the "Jolly Sailor". Coal miners and farm labourers appeared. Interestingly, many of these workers were born as far away as Ripon or Leeds. They also had many children by modern standards.

In 1861 the census counted the inhabitants of 7 boats tied up at the Basin. These people came from Knottingley, Louth, York, Barton-on-Humber, Saxton, Newport, Hull and Ferrybridge. Five boats had merely a captain and a mate, in one case Tom Gell aged 68 and his wife Sarah aged 65. The other 2 boats had whole families and a mate aboard. The Ann Elizabeth accommodated James and Jane Aldridge, their children 7, 5, 3 and 1 years old, and mate Robert Star aged 13. Life aboard in those days was not easy.

The activities around Barnby Basin were completed by a brickyard to the north, complete with its swamp where the clay was dug out. A brickyard labourer appears first in the 1871 Census.



POSSIBLE SOLUTIONS TO PROBLEMS

MAP 1

Wakefield Power Station has been demolished and it is proposed that it be developed for industrial purpose. Wakefield Council have prepared a development brief for the site which requires a "green buffer strip" along the eastern boundary. The canal could be restored within the buffer strip as part of the redevelopment of the area. The restored canal could facilitate associated water based development eg, a boatyard, and provide off line moorings for the Aire & Calder Navigation.

A navigable culvert will be required under the main Doncaster Road and a further one under the railway. Locks 2 and 3 could be rebuilt in appropriate locations to provide appropriate levels. The Wakefield Council Study suggests that the road crossing might be best achieved when the new Power Station site access road/eastern bypass is built.

A new railway bridge would be needed. The height of the embankment suggests that a large culvert type bridge would be appropriate. There is an urgent need for a pedestrian route, under or over the railway at this point, to prevent dangerous trespass across the rails.

Oakenshaw Lane would need to be raised to provide for a new bridge and the canal would need to be rebuilt through the adjacent car park.

MAP 2

Locks 4, 5, 6 & 7 could be restored. It is impossible to restore Locks 8 and 9 as they have been built on. It may be possible to use Lock 10 again. An alternative route between Locks 7 and 10 could be created alongside the old route in the allotments area to the east.

The problems caused by the lowered Soap House Bridge and the driveways on the canal line to the south could be overcome by inserting a navigable culvert under the road and the driveways and adjusting the positions and depth of Locks 10 and 11 appropriately. Locks 12, 13, 14, & 15 could then be reinstated to take the canal to its summit. The restored channel would have to be carefully constructed above the houses on the slope below, with the towpath on that side.

An alternative solution to the problems in Walton would be to bypass the village utilising the course of Drain Beck.

The course of the Beck could be entered at the end of the newly restored section of canal within the Walton Colliery reclamation site and cross under the railway line by way of a new culvert replacing the existing one.

From the railway the Beck passes round the edge of the village, crossing Shay Lane until the grounds of Walton Hall are reached (travelling upstream, north to south). From here the canal could climb by way of a 6 lock staircase just

inside Walton Hall grounds, to meet the original line below Lock 15. The grounds of Walton Hall have recently (Spring 1995) been developed as a private golf club with the club house built on the opposite side of the canal. The above scheme has been discussed with the developer and he has no objections to the proposal. The golf course developer also proposes to build a footbridge over the canal from the clubhouse in order to reach the first tee without the need to use Walton Hall bridge, which has no footway. He has also been granted permission to restore the canal itself between Lock 15 and Walton Hall Bridge.

This will be the first private sector funded restoration of the canal. It is hoped that the pipe crossing the canal north of Walton Hall Bridge will be removed as part of this scheme.

MAP 3

The filled section between Clay Royd Bridge and Blue Bridge would have to be re-excavated. This is only 200 yards long. Wakefield Council propose to carry out the necessary work as part of the restoration of the canal between Clay Royd Bridge and Blue Bridge during 1995, funded by Derelict Land Grant.

The section across the reservoir embankment would be difficult to reinstate on the old line. It could possibly be carried on an embankment or aqueduct to the west of the old line.

Alternatively, the canal could be taken into the reservoir by a shallow lock and taken out by another lock at the other side of the reservoir. Careful consideration will need to be given to levels at this point as the original working level of the canal was above that of the reservoir.

The Chevet to Cold Hiendley road would have to be raised slightly and a bridge provided.

It is possible that the area in the vicinity of the reservoir could be affected by opencast coal mining proposals.

MAP 4

The canal is in good condition through the long Notton Cutting. The railway forms the only obstacle. A new bridge would have to be provided to carry the railway over the canal. There are 2 lines at a diagonal. It is understood that consideration is being given to this stretch of line being abandoned by British Rail. If this proceeds the embankment could then be removed.

The canal banks between the cutting and Midland Road would have to be adjusted to create a single level. At present the water level drops at one point where the canal is blocked. Midland Road Bridge would have to be replaced. A girder bridge or navigable culvert might provide sufficient headroom without raising the road level.

MAP 5

Church Hill Bridge would have to be replaced. The situation of this road crossing in a built up area on level land would make the provision of sufficient headroom difficult. A swing or lift bridge would probably be the answer. The road is not particularly busy.

Cronkhill Bridge would have to be replaced. This would not be difficult. Shaw Bridge would have to be replaced. The busy road runs downhill to the east and extensive earth works would be required to provide headroom and a relatively level road. There is ample space to do this. Alternatively, the canal could be diverted to the west to give more clearance.

MAP 6

The canal could be re-excavated through the grounds of Lyons Bakery and across the Carlton Main Colliery reclamation site.

The Redfearn's complex presents considerable difficulties. Higher ground to the west and lower ground to the east of the works would probably preclude a diversion around the complex. This also applies to the Burton Road crossing.

It might be possible to take the canal from the south on to the line of the former railway, use the railway bridge to pass under Burton Road, and then investigate whether an acceptable route can be found through the works to the northern boundary.

The canal could be re-excavated across the reclamation site to the south of Burton Road. A channel of water across the site would provide a much needed visual break in the large expanse of grassland.

MAP 7

The canal could be re-excavated across further stretches of the reclaimed Littleworth Park. The reinstatement of Littleworth Bridge would be difficult. The slope of the land would necessitate extensive earthworks to avoid a "hump backed" bridge and these earthworks would be intrusive for the adjacent house.

Beyond the bridge the re-excavated canal would have to be taken across the top of the school playing fields to avoid the house gardens. As this is at a lower level the canal would have to be embanked.

As an alternative, consideration could be given to taking the canal past these obstacles in the abandoned railway cutting up the hill to the northwest (see Map 7). The road bridge here is still in existence and the cutting is clear to the A633 main road. Levels along the former railway would be crucial.

For either solution, there would have to be a short tunnel, or a high bridge over a cutting, to take the canal under the A633 road. Beyond the road the infilled canal would need to be re-excavated.

MAP 8

Again, the canal would need re-excavating. The aqueduct would have to be replaced. This could be done by the provision of a steel trough supported by a steel bracing on the existing piers or by an embankment with a culvert for the river.

The viewing area by the restored section would have to be opened out to accommodate the canal. At the other end of the restored section, the canal would have to be re-excavated to Harborough Hill Road.

New bridges would have to be provided at Harborough Hill Road and Old Mill Lane. Between the roads, part of the retail warehouse car park would have to be taken to reinstate the canal. Past the Keel Inn the canal could be easily re-excavated, but a lift or swing bridge would be required to carry the access road to Canal Street.

MAP 9

The canal could be easily re-excavated between Old Mill Lane and Smithy Bridge.

Smithy Bridge would have to be raised slightly and arrangements made to pass the public house car park. The section beyond Smithy Bridge was restored under a community programme scheme in 1987/88.

MAP 10

Up to the former opencast site, the restoration has provided a canal in good condition. A footbridge will be required at the site of the former 32 steps footbridge.

A further footbridge will have to be provided to replace the one destroyed at the edge of the opencast site.

MAP 11

The reinstatement of the opencast site could have been used to restore the canal up to the railway, but this was not included in the original planning permission. It is also suggested that a terminal basin should be excavated by the railway, which could be used for moorings and the turning of boats. A commercial boat and marine supplies firm might be interested in developing a marina here. There is good access from Dearne Hall Road. In 1993 British Coal had proposals for opencast coal working in this area and agreed in principle to reinstate the canal after mining operations ceased.

The opencast coal industry has now passed to RJB Mining Ltd and at the present time (1995) it is not known what their proposals are for this area. A water supply to the restored canal could be obtained from the nearby River Dearne.

It is not suggested that the canal could be restored beyond the railway.

MAP 12

No restoration is suggested.

GENERAL COMMENTS REGARDING SOLUTIONS

All sections in water would require dredging to a greater or lesser degree to make them suitable for navigation.

Sections in water, and those proposed to be put in water, would need to be accurately surveyed for level in view of past subsidence so that, eventually, a single level from Barugh to Walton is created. Retaining banks would have to be similarly checked.

FINALLY

SIR FRANK PRICE, CHAIRMAN OF BRITISH WATERWAYS BOARD FOR 16 YEARS UNTIL JUNE 1984, HAS WRITTEN:-

"I believe that the part which waterways can play in satisfying an increasing demand for leisure pursuits, in renovating and revitalising some of the neglected areas of our major cities, will become even more apparent. Indeed I believe the people will become impatient for such benefits to be gained in their locality".

ALAN HALL, CHAIRMAN OF THE BARNSLEY CANAL GROUP ADDS:-

"We must value and preserve our heritage. We are only trustees for those who come after us.

The restoration of the Barnsley Canal to through navigation is an exciting prospect and an undeniable challenge. Do we accept this challenge or do we continue to preside over the wasteful decline of this historic waterway?

Our response to this question will decide whether future generations will look back upon our achievements with pride or whether they will see us as the generation who cheated them out of what was rightfully theirs.

AS TRUSTEES OF OUR HERITAGE THE DECISION, AND THE RESPONSIBILITY IS ENTIRELY OURS".