

PART THREE THE DEARNE AND DOVE CANAL

The Elsecar and Worsbrough Branches

In his final article on the Dearne and Dove Canal in the Barnsley area, **Peter Hadfield** focuses on the Elsecar and Worsbrough branches.

Part one – Hoyle Mill to Stairfoot, issue 36.

Part two – Stairfoot to Wombwell, issue 37.

Elsecar Branch

This consisted of a six-lock system which required the canal to be raised 48 feet to the terminus basin at Elsecar. The branch opened in 1798 and covered a distance of just over two miles from the mainline at Brampton. The revenue it brought helped to offset some of the capital costs of the Dearne and Dove Canal's construction.

The branch eventually closed in 1928 and the canal and lock system subsequently fell into disrepair. Thanks to the formation of the Dearne and

Dove Canal Trust, sections of the canal have been brought back to a standard which reflects its former days during its operational life.

The area at Brampton where it branched off the mainline has largely disappeared although the canal bed can be seen in certain locations. From the bridge taking the B6089 road to Rotherham, the canal is in water at good levels up to the terminus basin at Elsecar Heritage Centre. It is hoped that due to the restoration of the section of canal around Elsecar Heritage Centre, and

LOOKING DOWN the canal towards Brampton from Tingle Bridge Lane, Hemingfield. The Trans-Pennine Trail can be seen on the right of the photograph.

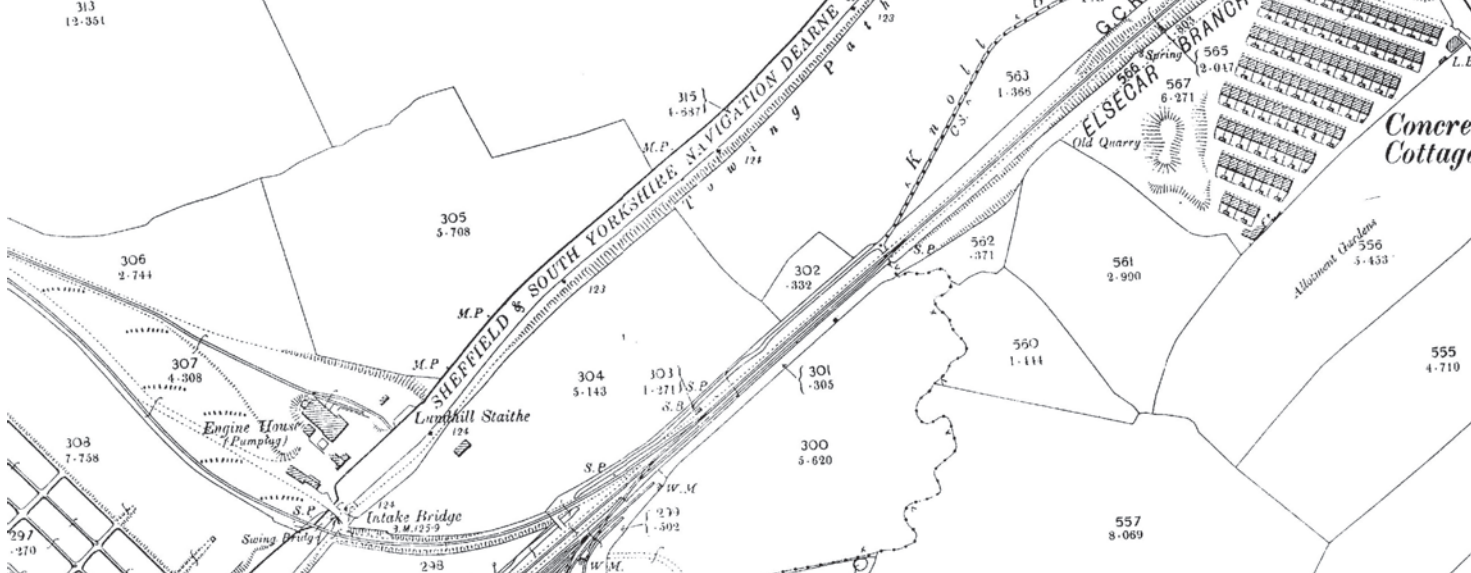
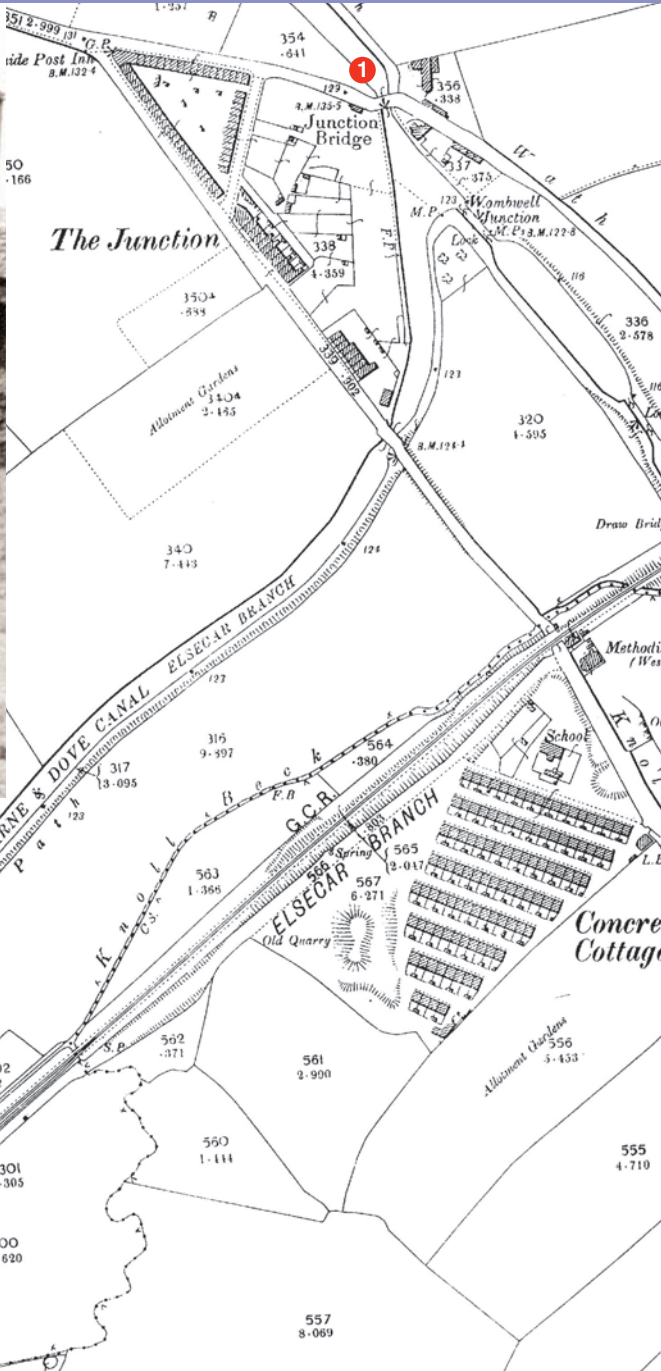


THE START OF the Elsecar Branch from the main line. Junction Bridge is shown to the rear of the photograph. The overflow of water used to maintain water levels in the canal using the lock system can be seen on the left.

its proximity to the shopping centre at Cortonwood along with the nearness of the Trans Pennine Trail, that it will result in a canal link between Cortonwood and Elsecar and provide a significant tourist attraction alongside the preserved railway. ■

RESTORATION OF the lock system is shown downstream of the Heritage Centre.





4 THE RESTORED terminus basin at Elsecar Heritage Centre. The view shows the canal heading back towards Hemingfield and Brampton.

Worsbrough Branch

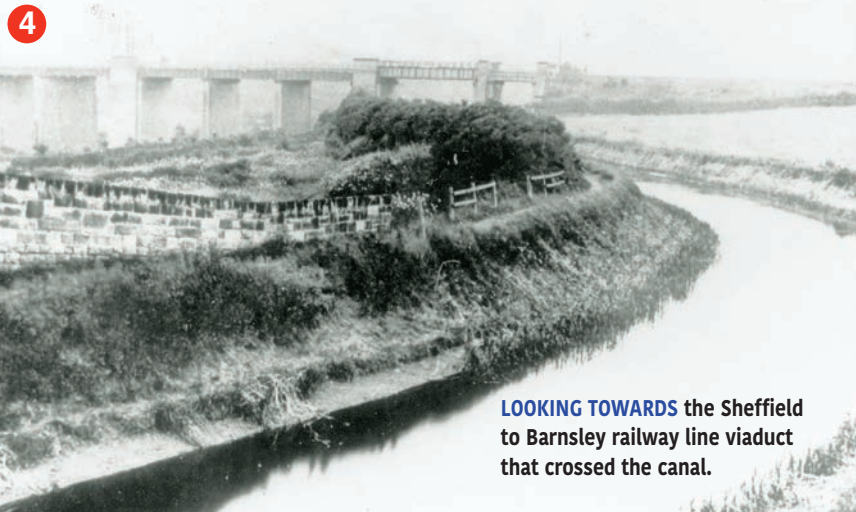
The Worsbrough Branch left the mainline at Swaithe adjacent to lock 18 of the Stairfoot flight/Aldham eight-locks system. It followed a course alongside Swaithe village and colliery where it went under Swaithe bridge. It was further bridged by Swaithe viaduct, which carries the Barnsley-Sheffield railway line and then carries on towards Worsbrough bridged by Station Road at Lewden, and bridged at Edmunds Road, and then under the former Wath-Penistone railway line, now part of the Trans Pennine Trail. It finally terminated at the Worsbrough basin at Worsbrough Bridge, affectionally known as Cutting End. The branch covered a distance of over two miles.

The Worsbrough basin is used for fishing but the rest of the branch has disappeared since its closure in 1906. The canal bridge parapets at Lewden and Edmunds Road are still visible.

The two reservoirs that fed the Dearne and Dove Canal situated at Elsecar and Worsbrough are maintained to a high standard being used as amenity and fishing.

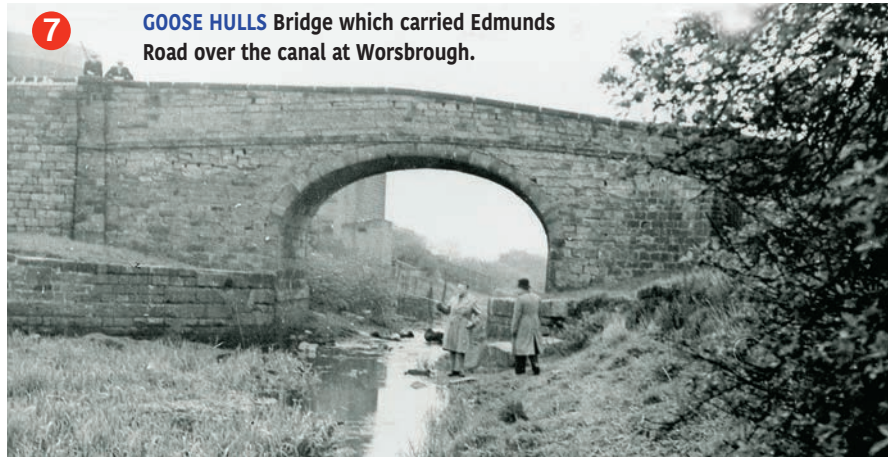
I hope the three articles on the canal have provided enjoyment to readers, it has given me great pleasure in researching its history walking the sections and bringing back many memories as a youngster playing at Aldham Eight Locks, Swaithe, Lewden and the Cutting End. ■

1 **JUNCTION OF** the Worsbrough Branch and the Dearne and Dove. Lock 18 of the Dove and Dearne canal can just be seen behind the pump house and the Worsbrough Branch is to the left of the photograph.

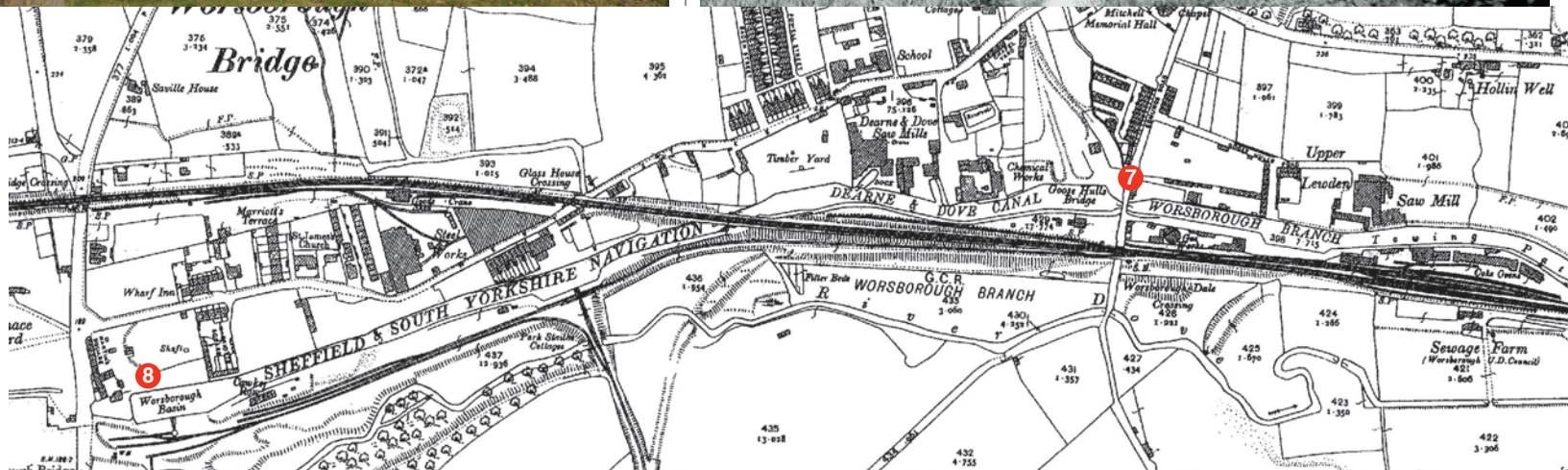


4 **LOOKING TOWARDS** the Sheffield to Barnsley railway line viaduct that crossed the canal.

7 **GOOSE HULLS** Bridge which carried Edmunds Road over the canal at Worsbrough.

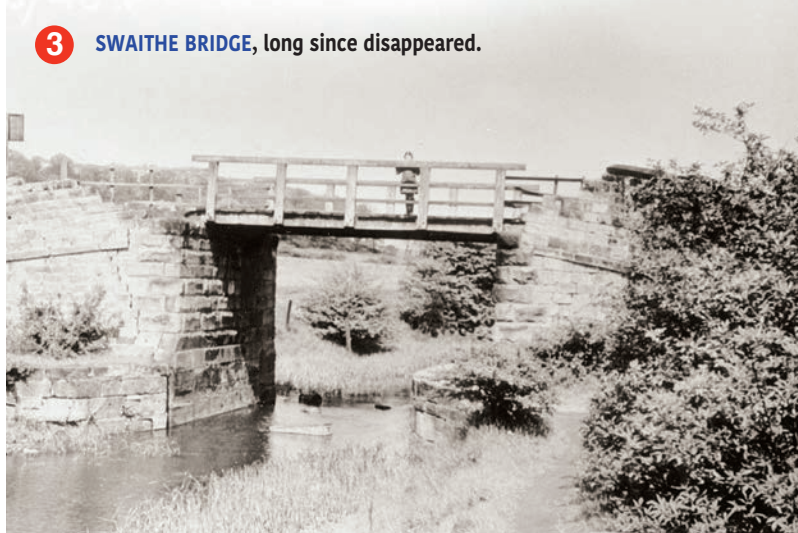


8 **Worsbrough Basin.**

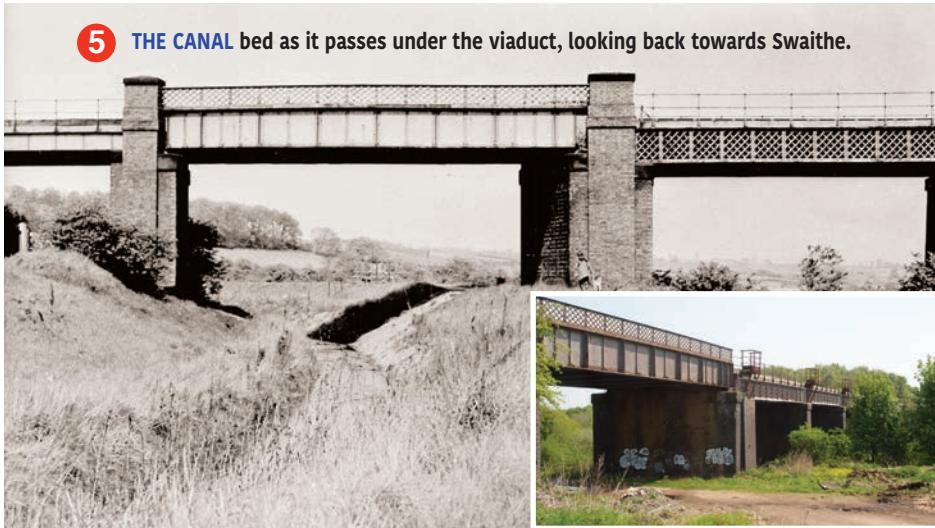




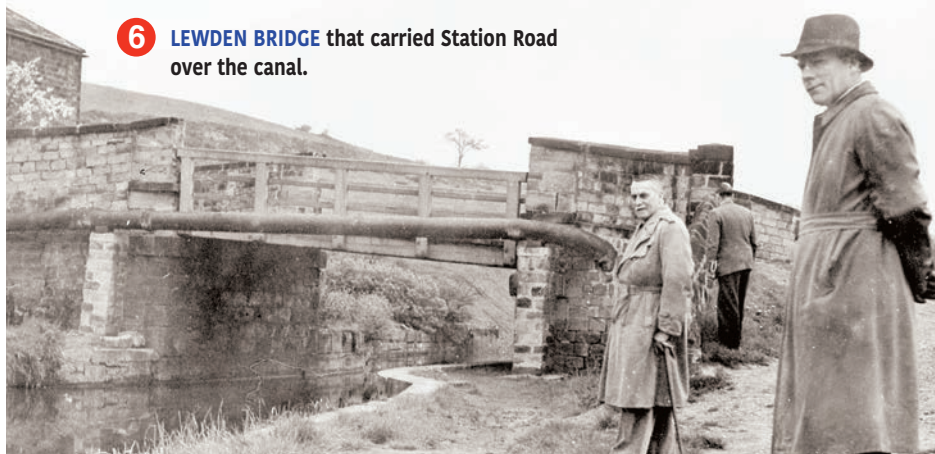
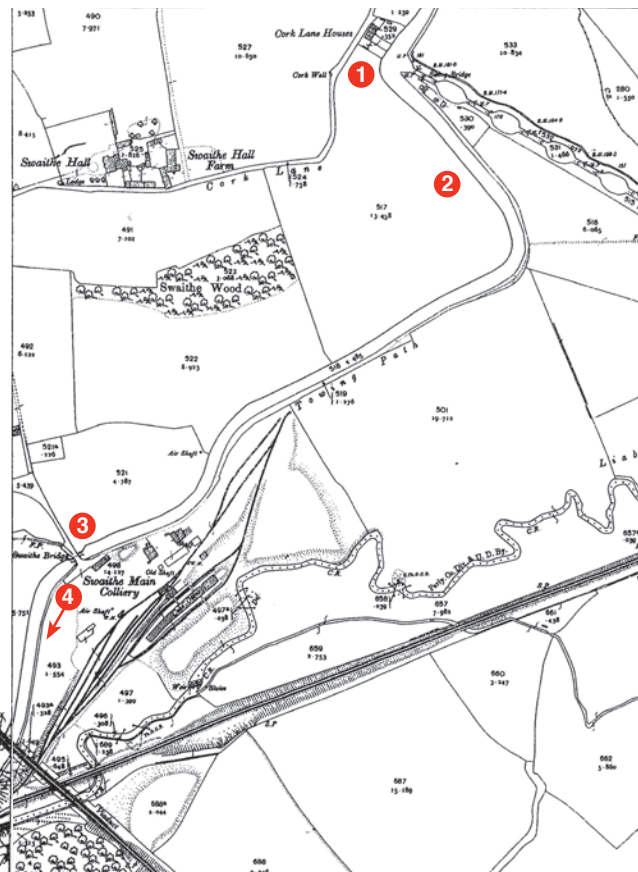
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3 SWAITHE BRIDGE, long since disappeared.



5 THE CANAL bed as it passes under the viaduct, looking back towards Swaithe.



6 LEWDEN BRIDGE that carried Station Road over the canal.



ACKNOWLEDGEMENTS

The Forgotten Canals of Yorkshire
by Roger Glistler.

Dearne & Dove Canal Trust.

I also thank Jimmy Hamer and Ronnie Neville who accompanied me, retracing the canal's path and kindly supplying photographs accordingly.