

THE DEARNE AND DOVE CANAL

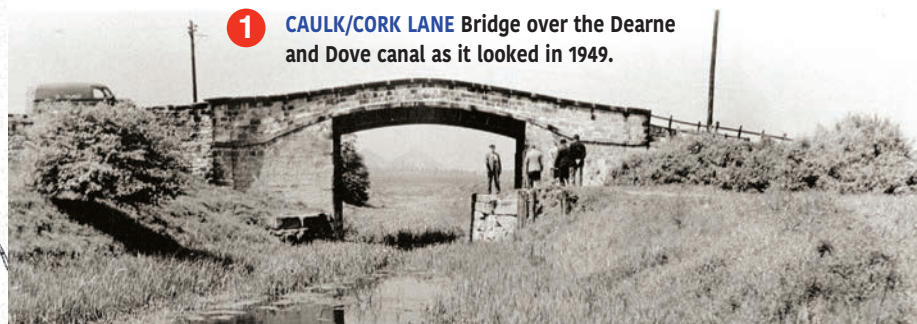
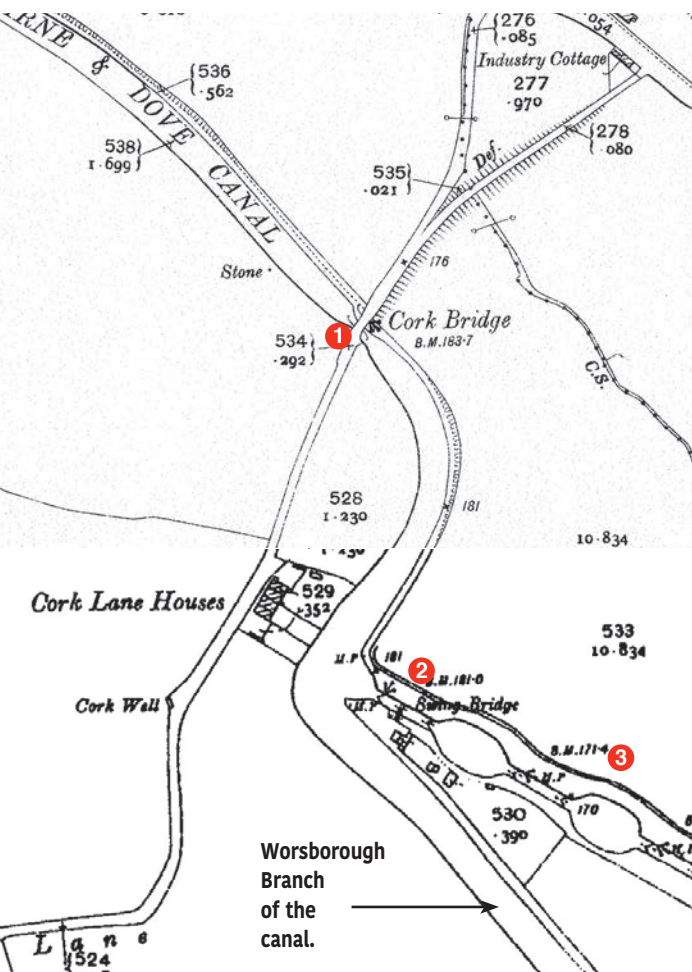
Stairfoot to Wombwell

In the last issue we looked at the canal from Hoyle Mill to Stairfoot. In this section **Peter Hadfield** takes us along the canal from just beyond Stairfoot to Wombwell.

A633 (the road from Stairfoot to Wombwell) just after where Screwfix is today is Caulk Lane which takes you to an area called Swaithe.

The canal ran underneath the bridge which is now demolished. The canal bed can be seen as you look back towards Stairfoot. Looking towards Wombwell is the site of what was known as Aldham Eight Locks or alternatively known to many as the Stairfoot flight. This entire section has now being filled in and grassed over its entire length with the exception of a hardstanding section of the Aldham stables complex and the bridge carrying the River Dove under the canal.

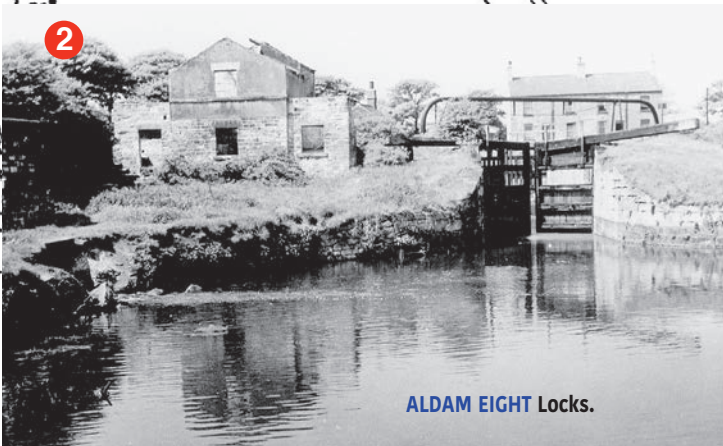
We start this section from the site of Cork/Caulk Lane Bridge. Turning right off the



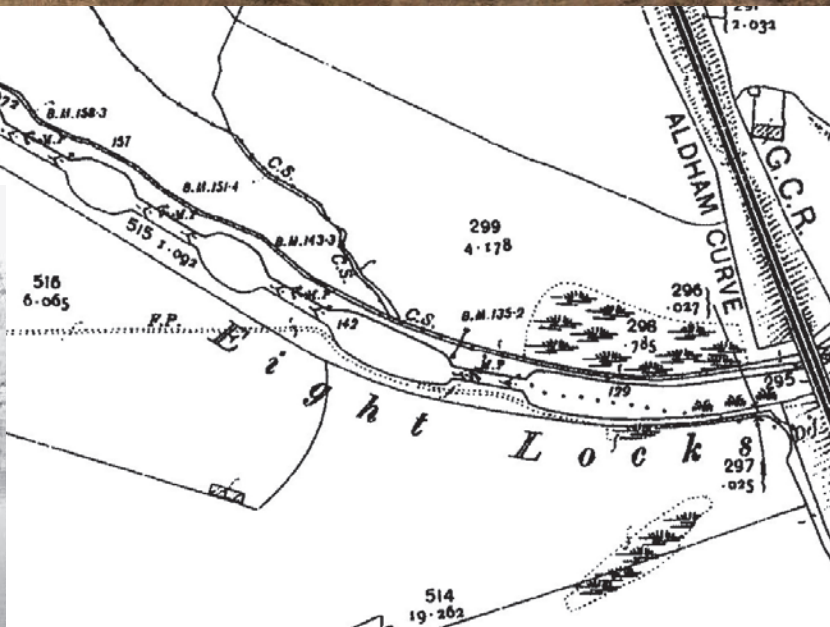
1 CAULK/CORK LANE Bridge over the Dearne and Dove canal as it looked in 1949.



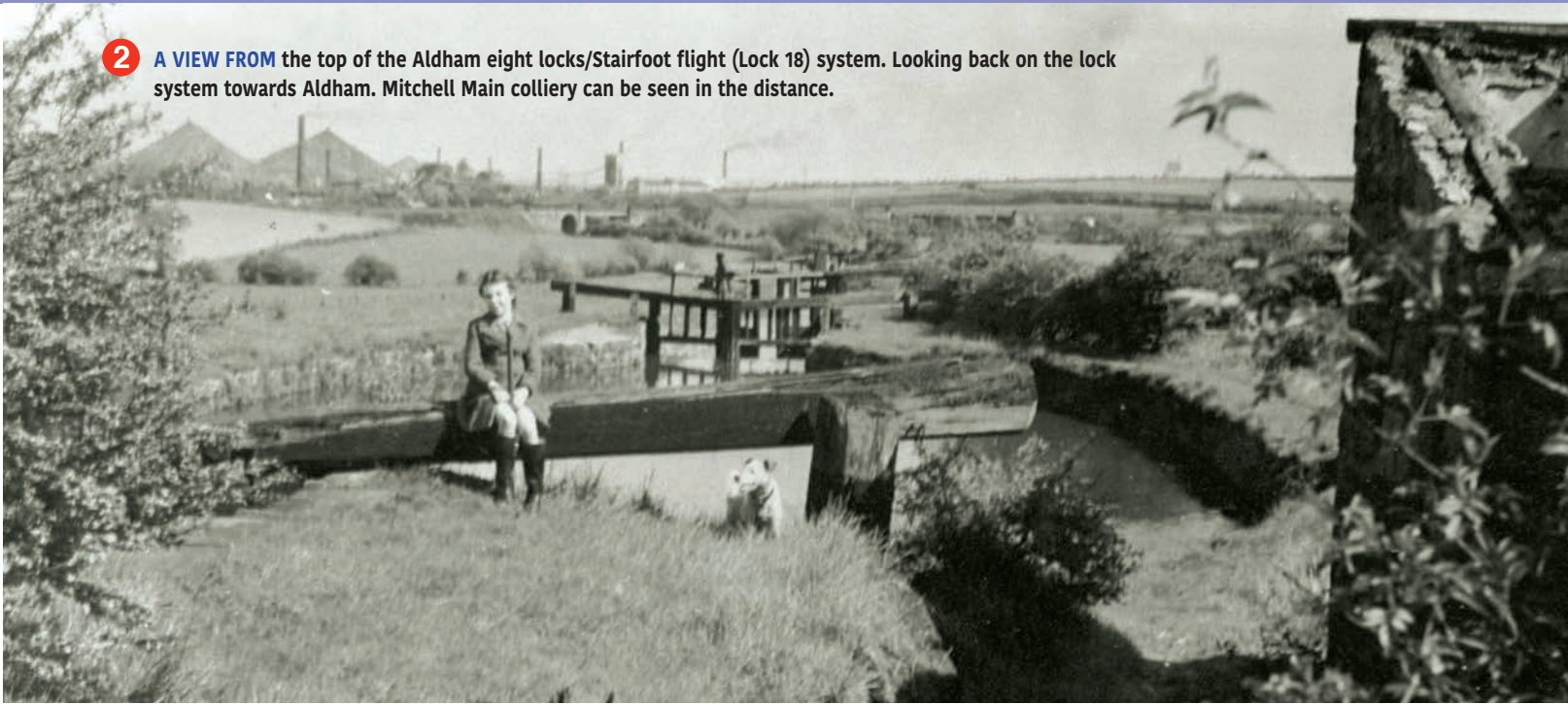
1 FROM THE site of Caulk/Cork bridge looking back towards Stairfoot. The canal bed can be clearly seen.



ALDHAM EIGHT Locks.



2 A VIEW FROM the top of the Aldham eight locks/Stairfoot flight (Lock 18) system. Looking back on the lock system towards Aldham. Mitchell Main colliery can be seen in the distance.



The next visible reminder of where the canal went is at Aldham Bridge which spanned the A633. The bridge has long gone but the canal bed to the railway bridge which carried the Wath to Penistone railway, now part of the Trans-Pennine-Trail, is still visible, although trees stand where the water once was.

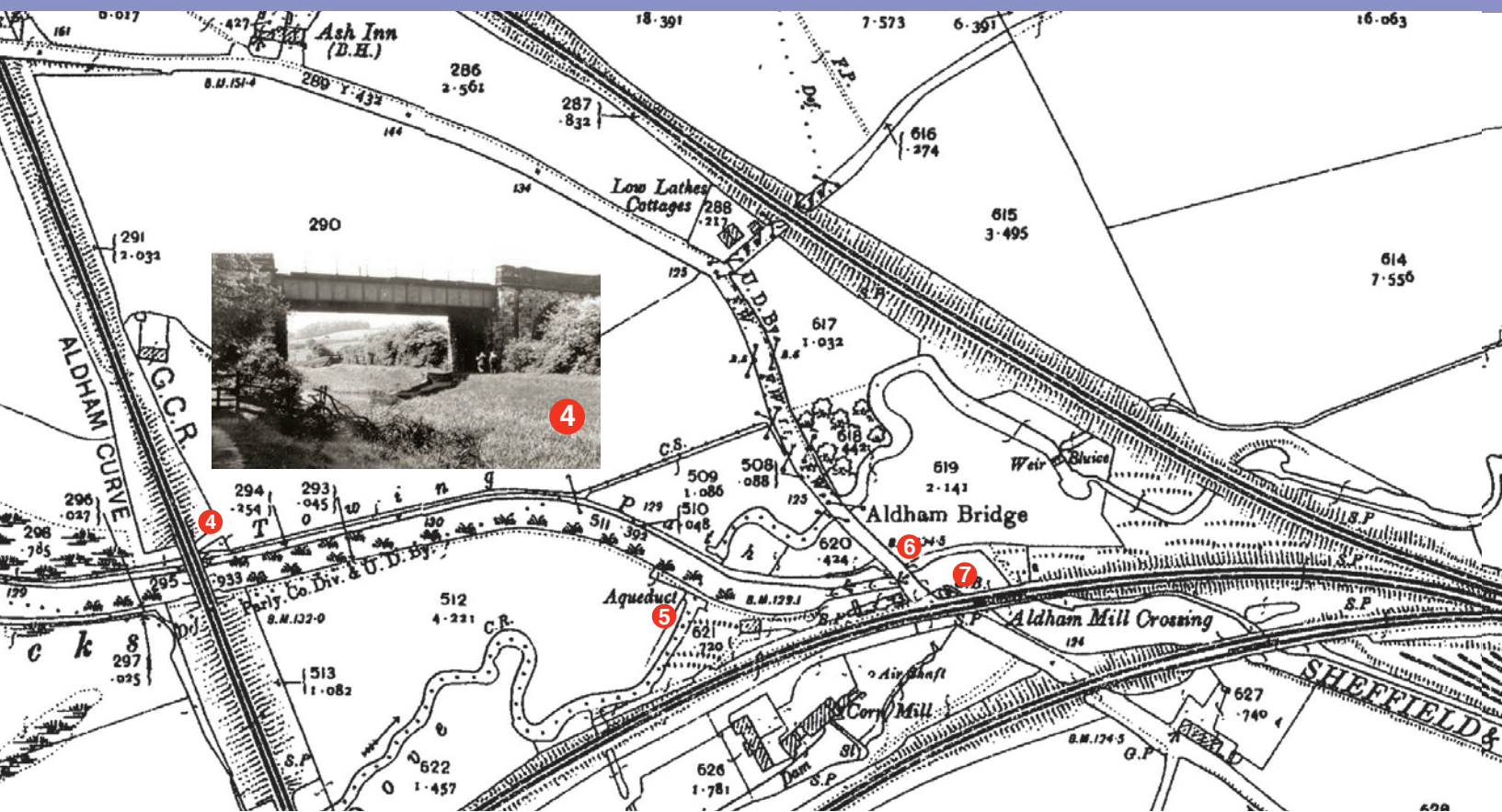
The line of the canal can be seen from the former Mitchell Main level crossing on Bradbury Baulk Lane to Wombwell by the way of a line of trees being dissected by the Wombwell by-pass road. The canal bed and towpath on the approach to Station Lane are clearly visible. The former

towpath is now part of the walkway.

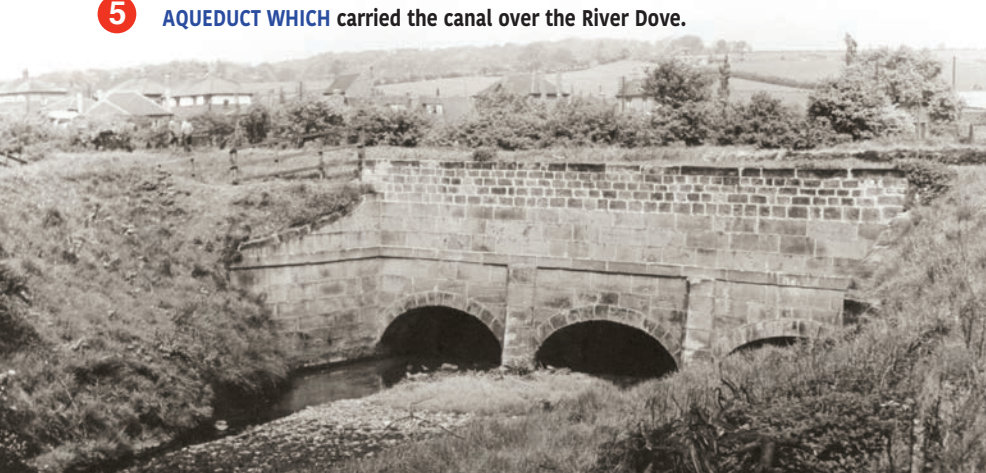
The site of the Station Lane canal bridge is now occupied by the road roundabout serving Wombwell town centre, Low Valley and a continuation of the by-pass towards Brampton. Station Lane WMC is still open today. The canal bed runs

3 LOCKS 16 AND 17 of the lock system. This photograph was taken in May, 1948. Where are the children now?





5 AQUEDUCT WHICH carried the canal over the River Dove.



adjacent to the by-pass and is still in place in sections. Everill Gate Lane and the by-pass runs across the former site of the canal.

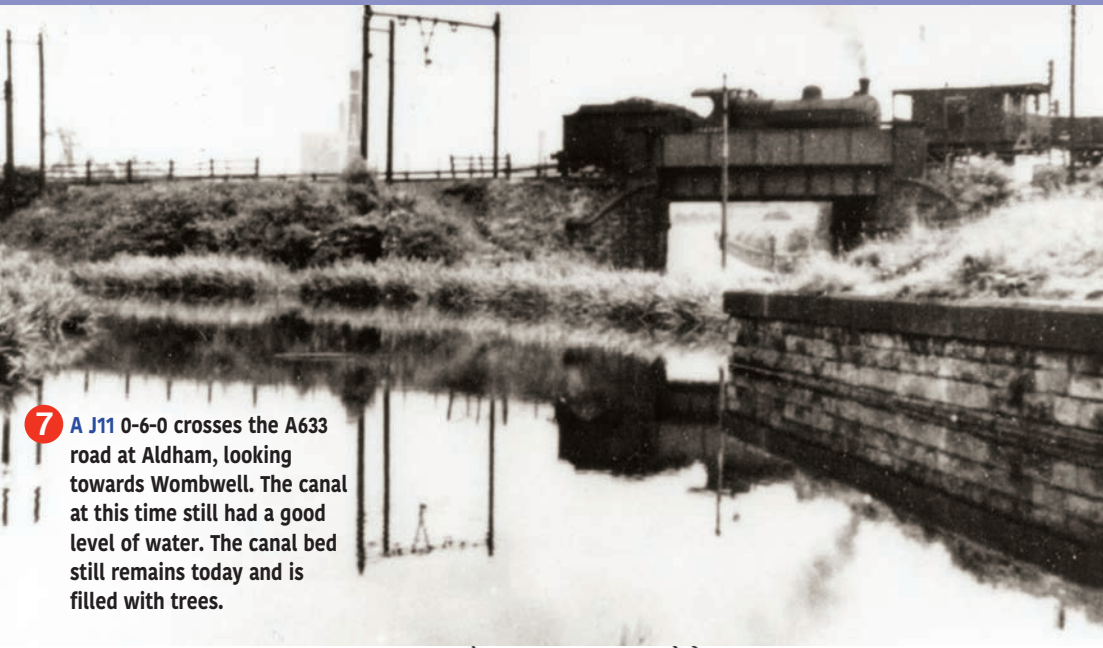
The road leading to the A6195 Dearne Valley by-pass at the end of the Wombwell by-pass again traverses the former canal bed. At

this point our journey ends.

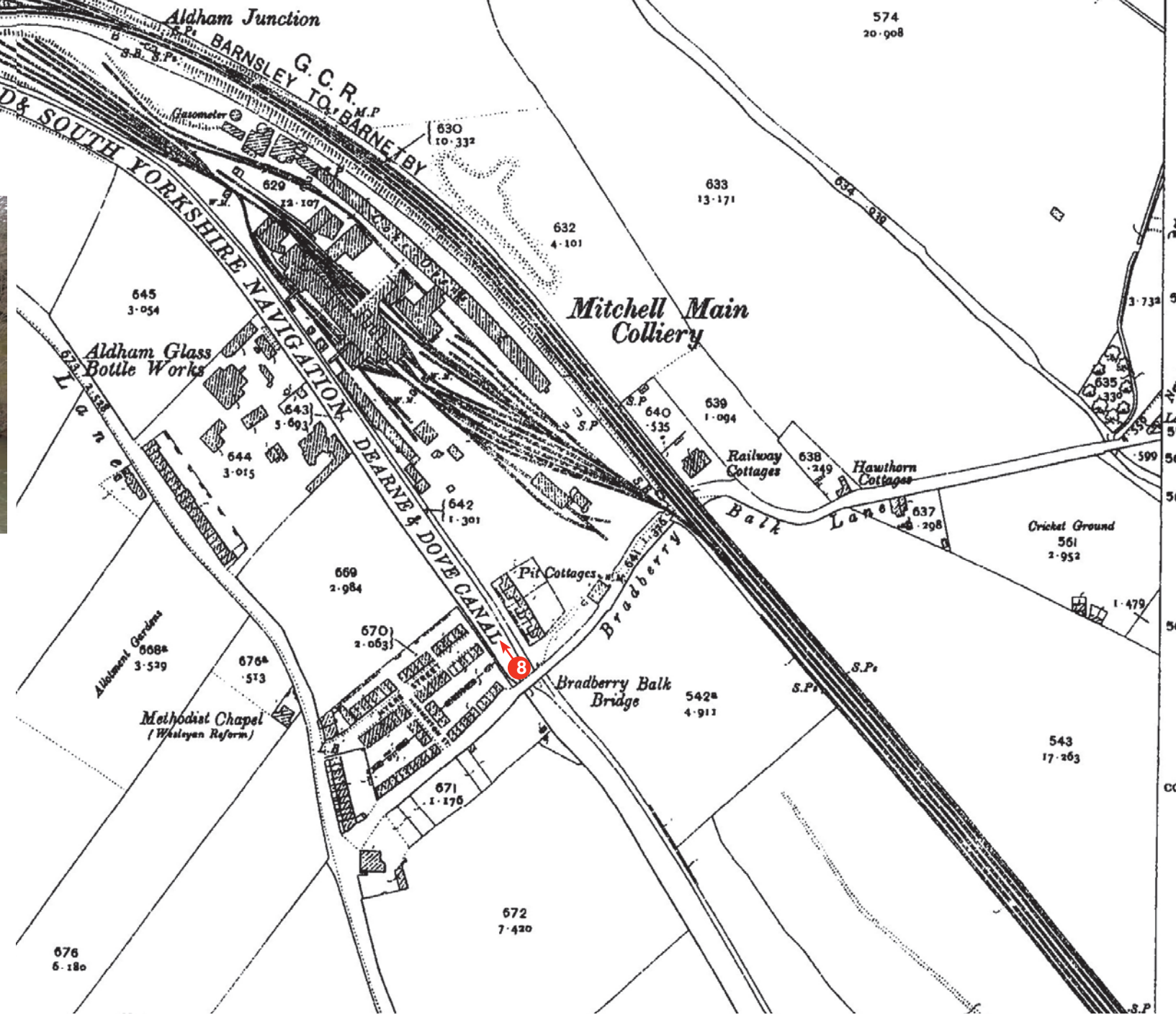
In the next issue we will look at the Elsecar and Worsborough branches of the canal. ■



6 ALDHAM BRIDGE which carried the A633 over the canal. Lock 11 is just beyond the bridge.

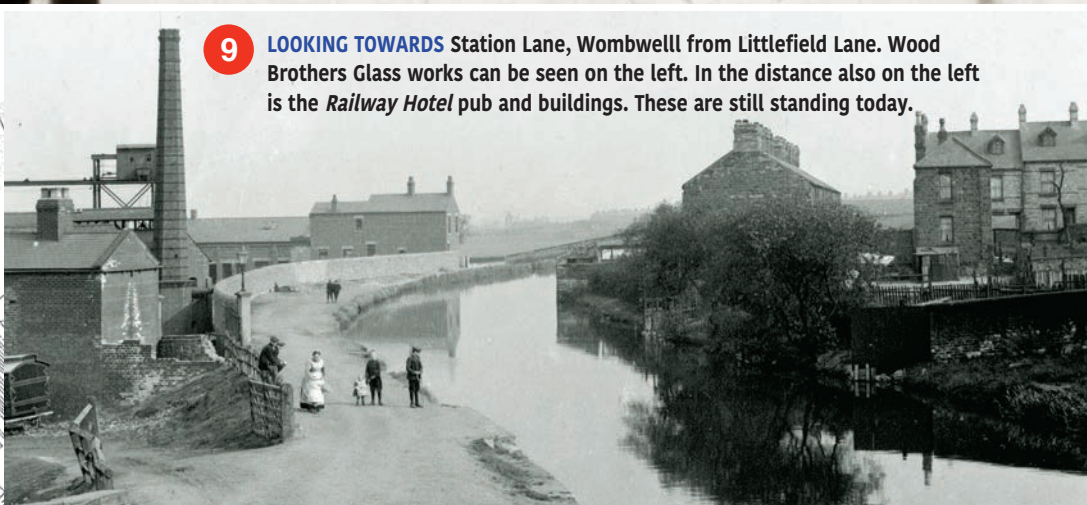


7 A J11 0-6-0 crosses the A633 road at Aldham, looking towards Wombwell. The canal at this time still had a good level of water. The canal bed still remains today and is filled with trees.



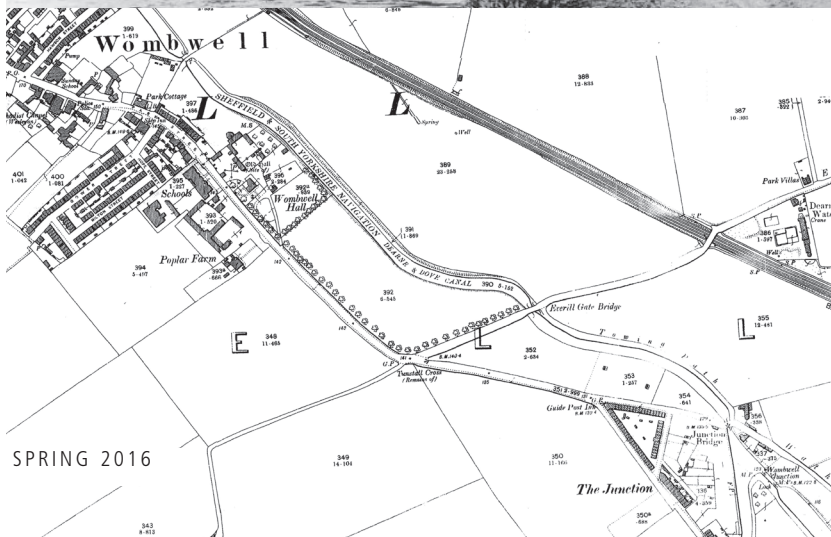


8 **THE CANAL RUNNING** alongside Michell Main Colliery on the right. On the left is the glass works which was originally the Aldham Glass Bottle Works built in 1872. By 1895 it had been taken over by Redfearn Brothers of Old Mill, Barnsley. This view is looking back towards Aldham.



9 **LOOKING TOWARDS** Station Lane, Wombwell from Littlefield Lane. Wood Brothers Glass works can be seen on the left. In the distance also on the left is the *Railway Hotel* pub and buildings. These are still standing today.





STATION LANE BRIDGE and Station Lane WMC. Today the club remains open. The bridge area is now occupied by the road roundabout. The canal bed remains today either side of the roundabout.

THE MAP shows the stretch between Wombwell and Junction Bridge, where this article finishes.

ACKNOWLEDGEMENTS

I am indebted to the Dearne and Dove Canal Trust, who have kindly given information and permission to use photographs and Chris Sharp of Old Barnsley. I also thank Jimmy Hamer and Ronnie Neville who accompanied me, retracing the canal's path and kindly supplying photographs accordingly.