

The canal originally carried on for a further five miles to join with the Worcester Birmingham canal at Selly Oak.

Hawne Basin was a GWR railway interchange basin used for the transshipment of tubes only closing with the railway in 1967.

**Ivor Chambers 2008**



**Coombeswood Canal Trust**

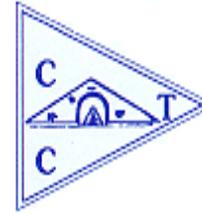
[www.hawnebasin.org.uk](http://www.hawnebasin.org.uk)

Hawne Basin  
Hereward Rise  
Halesowen  
B62 8AW

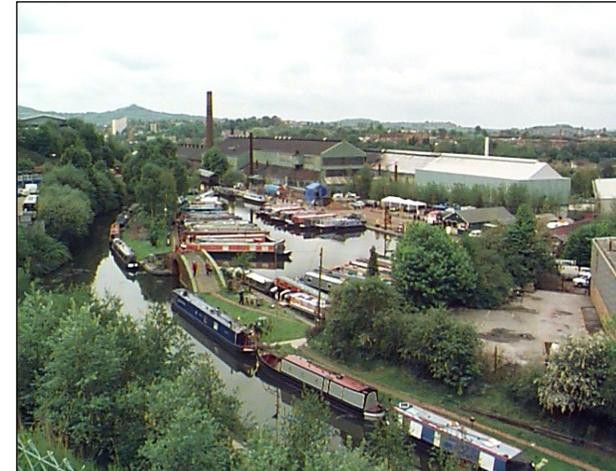
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***Coombeswood  
Canal Trust***



Coombeswood Canal Trust  
Welcomes you to the  
Dudley No2 Canal

**A Guide: Windmill End  
To Hawne Basin**

Strictly the Dudley No.2 Canal runs from Park Head Junction to Selly Oak, where it would have joined the Worcester & Birmingham Canal.

This small leaflet covers from Windmill End Junction to Hawne Basin a distance of about 2.75 miles in length, at the moment the current end of navigation.

Coming past the Bumble Hole loop, onto the new bypass length of canal, it is flanked by attractive cast iron bridges. Turning under the Windmill End Junction bridge, there is a small arm in water on the left. This arm served Windmill End Colliery. Almost opposite, on the towpath side before the toll island, can be seen the raised cobbles which were under a railway bridge that came across the canal at this point, which carried the GWR Netherton to Halesowen branch.

This line was on an embankment. The bridge was removed in the 1960's and evidence of the line can be found where it crossed the Netherton branch, in the way of the blue brick abutments for the second bridge that cross here and part of the embankment that the line used.



After the toll island there is another basin in water which served Warrens Hall colliery pits number one and two by way of a small tramway, Bullfield Bridge is next, which has lovely cast iron girders

under it, that are dated 1857. This bridge has the cast iron rope wearing plates and raised brick work on the tow path still in place, which date back to the time when the canal used horses.

Just through the bridge the observant person will see the

The canal opens out into a large basin, where boats were loaded with non-ferrous materials and wined.

The observant person will see the remains of a old wooden narrow boat sunk on the offside of the canal just before the three pairs of iron/ wooden ramps from the bank into the water.



**Slide Slip**

These were used to slide canal boats in and out of the water and are the only reminder to mark the site of the large open boat dock that operated from here for the maintenance of the Stewarts and Lloyds fleet of open boats and tugs. The canal now swings slightly to the right, past a simple yet functionally designed overflow weir. Coombeswood Foot Bridge is a relatively new bridge. The original was removed during the war years. After the bridge, a slight bend in the canal marks where Coombeswood Colliery basin went off, then you come into the moorings of

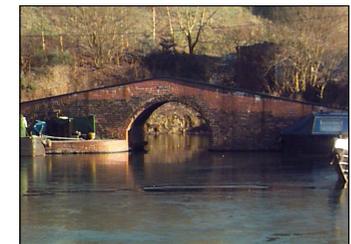


**Tubes arrive at Hawne Basin**

Coombeswood Canal Trust at Burton Bridge, the current limit of navigation on the Dudley No2. Boats should now wind here,

unless coming into the basin to use the extensive services which are available to the boater.

Burton Bridge is unusual having dovetail interlocking iron plates on the parapets.



**Burton Bridge**

This tunnel was extensively rebuilt in 1881 and is 557 yards long. Just before the tunnel portal you will see the small basin beside the approach channel on the right, which is the remains of the tunnel tug house where the tug was stored.

The tug was used to pull open work boats through the tunnel from 1913 to the late 1930s.

Before that boats were legged through. Boaters beware the tunnel height varies inside with two very low sections and one air ventilator shaft which is the front garden of a house in Station Road.

If you wish to follow, what's left of the old horse path over the tunnel, leave at Wrights Bridge.



**Air Shaft  
Station Road**

Turn left onto Station Road, follow the road up the hill past the house with its blue brick ventilator shaft in the front garden, at the junction with Coombs Road by the Light house public house. Cross over the road down the steps over the drive way and follow the path down back to the canal towpath.

On coming out of the tunnel you are in the site of Stewarts and Lloyds Tube Works. This section of the works had numerous bridges and pipes crossing

the canal linking the two parts of the works together.

On the right are the blue painted remains of the cast iron and steel supports of the coal unloading Tifler.



**Tifler 1981**

old entrance on the tow path side to a basin for the Breeze Ovens that were used in the area.

The next basin along is the first of the two arms which ran into the Brick and Tile works. Opposite is the remains of Hailstone Quarry basin which was used for the loading of the famous Rowley Rag stone for many years. Also Springfield Colliery shared this basin and had a small railway track laid each side of the basin, running back away from the basin with the use of inclines.

Next is the shallow "V" in the concrete which marks the entrance to the Doulton Pottery works which manufactured sinks and sanitary ware. Now the bank is nicely lawned down to the canal and looked after by the trading estate which is named after the pottery works.

The narrows mark, where Alkali Bridge once stood with only the brick abutment on the towpath side complete, with the cast iron horse rope wearing plates still in place to be seen.



The next basin along is the second Brick and Tile works. This is complete with wing walls and a bridge over the entrance. Dog Lane bridge is the next, as you pass under it, look out for the lovely small brick arch in

the side for insertion of stop planks. The raised brick work and horse rope wearing plates are all in place. The canal swings to the right and into Rowley Stop Narrows, with the lengthmans hovel to the side. Unfortunately this is in a poor state being due to the target of

local vandalism. From here to Powke Lane there are housing estates on the left and industry on the right. The canal continues straight for a short length and then swings through two 90 degree turns. Half way round is a traditional draw off paddle gear and an overflow weir on the towpath side. Opposite is the remains of an arm that served Pennent Hill Colliery and the clay pits which were here.

Just before Hollis Bridge there would have been an entrance into Ash Tree Colliery basin. Hollis Bridge again has cast iron girders dated 1857 and British Waterways have just refurbished the hand rails on the next arm bridge, which went into Old Hill Iron Works.

When you reach the winding hole before the next bridge this was the site of Pearson Colliery basin. Powke Lane

Bridge is now modern concrete style.

The Neptune Pub which stands close by has now a new life with the opening of fish and chip and curry shops.

Through Powke Lane Bridge and Garratts Bridge is only yards on, being of modern design but constructed from beautiful riveted girders. Both horse wearing plates are still in place protect-

ing the corners of the brick work, continuing on the canal twists round to the right.

On the offside is an old industrial estate, which was the site of Tiger Chain Works. Opposite two arms went into Fly Colliery and further on is Yew Tree basin still in water, but overgrown by trees, with an old wooden cable drum to mark the entrance.

Just before Totnal Foot bridge was the entrance to Old



Lion Colliery towpath side, opposite Eagle Colliery.

Totnal Bridge has had extensive pointing carried out to the brick work by British Waterways. On leaving Totnal bridge, on the outside of the turn are the remains of Waterfall Lane Colliery.

Just before the new housing estate, which is built on the site of the saw mills and timber yard, was another basin which was used by Black Heath Colliery, via narrow gauge tramway and incline. Before the next bridge is a slight "V" in the towpath. This was the entrance into the two arms of Haden Hill Colliery.

A new style concrete bridge is at Waterfall Lane and the canal swings to the left past a local authority depot and into Smith bridge, which carries two lovely cast iron bridge plates and BCN 1896 date plates.

The towpath leaves the canal onto the busy Station Road; caution is advised, with the traffic being a hazard as it crosses over the Gosty Hill Colliery arm with only a hump in the road over the arm.

Next is Wrights access bridge to the now demolished Wharf public house, this has BCN 1888 date plates. The railway bridge is next built by the Great Western Railway for the Stourbridge extension.

This has the raised brickworks on the towpath under it for horse traffic.

As you approach Gosty Hill Tunnel there are no passing places or towpath inside the tunnel, so check that there is no other traffic coming through the tunnel.