



The British Dam Society

All Tours to take place on Friday 14th September 2012
4 tours – 50 people per tour

Tour A: Baitings, Boothwood and Scammonden

Smaller sized coaches to be used

Lunch at Turnpike Inn www.turnpikeinn.com

Baitings Reservoir

Last Inspecting Engineer: Martin Airey

Supervising Engineer: Andrew Hobson

Access: *The reservoir is accessed from the main A58 road to the north. There is a car park to the north end of the dam but the entrance may be difficult for a full size coach. The coach may need to be parked on the A-road at least for dropping off and picking up. There are no facilities at the site.*



(c) MMB

Construction completed 1956

Catchment is rough open moorland, plus a small indirect catchment fed through the Manshead Tunnel.

Impounds River Ryburn. Reservoir around 1km long

Forms upper reservoir in a 2 reservoir cascade

Mass concrete gravity structure – slightly curved in plan

Dam structure 470m long and max height 51m

Boothwood Reservoir

Last Inspecting Engineer: Martin Airey
Supervising Engineer: Clifford Harrison

Access: The reservoir is accessed from the main A672 road to the north. When travelling from Baitings the A58/A672 junction will be very awkward for a full size coach - it is a "Y" junction where you need to turn back on yourself. There is a car park to the north end of the embankment (with a lockable height barrier) and a parking bay along the main road to the north side of the dam. There is a grassed area that could be used for picnics by the car park & the Turnpike Inn is located close by



(c) Google

Construction completed in 1971

Lowest in a group of four reservoirs

Catchment is rough open moorland. Small direct catchment, plus indirect inflows through scour and spills from upper reservoirs.

Impounds Booth Dean Clough. Reservoir around 1.5km long

Mass concrete gravity structure. Straight in plan.

Dam structure 350m long and max height 48m

Scammonden Reservoir

Last Inspecting Engineer: Andy Hughes
Supervising Engineer: Lindsay Deuchar

Access: The reservoir is accessed from the main A640 road to the east. When travelling from Booth Wood it will probably be best to go along the A672 to Denshaw and then along the A640 back into West Yorkshire for Scammonden. A public car park is located to the east of the dam. Access for full size coaches may be difficult- it may be necessary to park along the nearby roads.



(c) Google

Construction completed by 1970

Rockfill embankment with upstream sloping clay core. 76m high and 625m long

Widened crest to carry the M62 motorway

Dean Head reservoir is located a short distance upstream.

Bellmouth overflow weir

Extensive instrumentation is installed and monitored at this dam.

Timings for the tour

101 minutes travel time on main roads.

10.15am	Depart University of Leeds
11:15am	Arrive at Baitings reservoir (web says journey 45 mins – allowed 1hr)
12:00am	Coach departs Baitings (30 minutes for visit plus 15 mins coach boarding)
12:15pm	Lunch at Turnpike Inn (web says journey 6 mins – allowed 15mins)
1:15pm	Depart to Boothwood (45 mins allowed for lunch plus 15 mins coach boarding)
1:30pm	Arrive at Boothwood (web says journey 1 min – allowed 15 mins)
2:15pm:	Depart Boothwood (30 minutes for visit plus 15 mins coach boarding)
2:45pm	Arrive at Scammonden (web says journey 13 mins – allowed 30mins)
3:15pm	Depart Scammonden (30 minutes for visit – shorter, as from car park as proposed by AKH)
4:15pm	Arrive back at University of Leeds (allowing for rush hour traffic - web says journey 37 mins – allowed 1hr)

Lunch at Turnpike Inn

Sandwich lunch (plus chips if required)

+ dessert of choice

Tea/coffee

Jugs of water

Tour B: Holme Valley Reservoirs - Riding Wood and Brownhill

Smaller sized coaches to be used

Lunch at Hunstman Inn - Plenty of parking for small coaches

Digley and Bilberry are nearby. Digley has good car parking – if alternative/ additional site is preferred. **No toilet facilities in the area**

Riding Wood Reservoir

Last Inspecting Engineer: Martin Airey

Supervising Engineer: Newman Booth

Access: This site is accessed by taking a minor road (Brownhill Lane) from Holmbridge. This road passes to the east of Brownhill IRE and Ramsden IRE. After Ramsden IRE, it turns into an un-made road with a few potholes and there is a sharp 90 degree bend at the eastern end of the Riding Wood embankment. Access by a full size coach is not recommended due to the narrow twisting nature of the road. It should be possible to park on or near the access road. There are no facilities at this site



(c) MMB

Construction completed in 1878

Approximately 175m long

Earthfill embankment – zoned structure with clayfill core

Uppermost of the cascade on Ramsden Clough. Ramsden reservoir extends up the downstream toe of Riding Wood reservoir.

Side channel overflow was increased in 1987 and an ogee weir installed

A new offline spillway was constructed during AMP4.

Brownhill Reservoir

Last Inspecting Engineer: Martin Airey

Supervising Engineer: Newman Booth

Access: This site can be accessed from the A6024 Woodhead Road. There is limited parking available and no facilities nearby.



(c) Google

Construction completed in 1932.

Approximately 200m long and maximum 28m high.

Earthfill embankment – zoned structure with clayfill core

Lowest reservoir on the Ramsden Clough. Brownhill impounds water against the downstream toe of Ramsden reservoir.

Original weir straight, side discharge which turns 90 degrees in a tumble bay

Supplementary works were added in 1948/49, comprising a 6 foot diameter culvert off taking from the back of the tumble bay.

Timings for the tour

107 minutes travel time on main roads.

10:15am	Depart University of Leeds
11:15am	Arrive at Brownhill and depart bus (approx 5 – 15 mins)
11:30am	Site visit (45mins to 1 hour visit)
12:30pm	Depart Brownhill reservoir
12:45pm	Arrive Huntsman Inn for lunch (approx 10 minutes from Brownhill)
1:45pm	Depart Huntsman Inn to travel to Riding Wood
2:00pm	Arrive at Riding Wood reservoir (allowed 1 hr)
3:00pm	Back on bus for return to university
4:00pm	Arrive back at university (approx 1 hr)

Lunch at Hunstman Inn

Meat and potato pie with chips and gravy

Fruit crumble and custard

Tea/coffee

Water/juice

Tour C: Agden and Dale Dike

Smaller sized coaches to be used

Pub lunch at Old Horns Inn, High Bradfield <http://www.theoldhorns.co.uk/functions/> - function room overlooks the reservoirs

No toilet facilities at either site; however public toilets are located at Low Bradfield.

Agden reservoir

Last Inspecting Engineer: Henry Hewlett

Supervising Engineer: C C Harrison

Access: Directly off public road through a gate at the east end of the dam crest



(c) Google

Construction completed in 1869. After failure of Dale Dike in 1864, Hawksley and Son were appointed to take over from Mr Leather. Changes were made to the design at this time and the lowest draw off was sealed with concrete.

Approximately 460m long and maximum 27.5m high.

Earthfill embankment with clay fill core beneath upstream side of the crest

Substantial masonry wave wall 1.2m high runs along the upstream side of the crest

Downstream face has an 18m wide berm, 18m below the crest of the dam.

Spillway and wave wall improvements were undertaken at this site in AMP4

Dale Dike Reservoir

Last Inspecting Engineer: Henry Hewlett
Supervising Engineer: C C Harrison

Access: From un-classified public road, along an unmade track for 300m, surrounded by trees. Advised that a mini coach may be OK, but a full size coach will not be suitable.



(c) Google

The new Dale Dike dam was completed in 1875 and is located 300m upstream of the original dam, which failure in 1864.

Approximately 275m long.

Earthfill embankment with puddle clay core

Substantial masonry wave wall 1.2m high runs along the upstream side of the crest

Downstream face has two 18m wide berms.

Overflow and waste water channel are constructed in dressed masonry. Cast iron bridge along axis of the dam acts as the hydraulic control during large events

Work has been undertaken to recover the lower berm of the embankment which had been 'lost' to mature woodland. Mitre and berm drainage has been installed.

Timings for the tour

114 minutes travel time on main roads

10:15am	Depart University of Leeds
11:30am	Arrive at Agden reservoir and depart bus (web says journey 53 mins – allowed 1hr 15)
12:30pm	Pub lunch at Old Horns Inn, High Bradfield
1:15pm	Bus departs Agden reservoir
1:30pm	Arrive at Dale Dike reservoir (web says journey 3 mins – allowed 15mins)
1:45pm	Site visit to Dale Dike reservoir
2:30pm	Depart Dale Dike reservoir
3:45pm	Arrive back at University of Leeds (web says journey 58 mins – allowed 1hr 15)

Lunch Old Horns Inn

Hot Sandwich Buffet - Choose from either Roast Beef, Roast Pork or Roast Ham

White & Brown Breadcakes

Roast Potatoes

Sage & Onion Stuffing

Gravy & Sauces

+ gateaux,

Tee/coffee & water

Tour D: Winscar, Langsett and Underbank

Maybe able to have a full sized coach for this tour
Pub lunch at Dog and Partridge

Winscar

Last Inspecting Engineer: Ian Carter
Supervising Engineer: Lindsay Deuchar

Access: Access to this site is relatively easy as there is a large public car park by the south-west end of the embankment and there are a number of other car parks nearby.

Toilet facilities available at the Valve house



(c) Arup

Construction completed in 1975

Approximately 520m long

53m high rockfill embankment with an upstream asphaltic waterproof membrane

Situated at the head of the River Don and supplies water to Dewsbury and Heckmondwike

8300MI capacity

Previous works: Installation of a geomembrane to the upstream face

Langsett

Last Inspecting Engineer: Andy Hughes
Supervising Engineer: C C Harrison

Access: Access to this site is relatively easy as the A616 runs close to the north side. There is a public car park off the main road which is suitable for coaches – there is an activity/information centre on site, which could be utilised



(c) Arup

Construction completed in 1904

Approximately 340m long

32m zoned earth embankment with a puddle clay core. The downstream face has two berms.

Situated at the head of the Little Don and supplies water to Sheffield

6401MI capacity

New mitre, berm and toe drainage installed in AMP4. Spillway improvement works were also completed using an innovative approach:- the tumblebay was deepened with slots being cut beneath the arches of the bridge. The tumble bay was reduced in elevation by approximately

2.0m over the lower 25% of the weir length with the excavation continued beneath the bridge and through the channel bend. A footing extending 1.0m beyond the existing structures such as walls, overflow weir and bridge pier was provided.

Underbank

Last Inspecting Engineer: Andy Hughes

Supervising Engineer: C C Harrison

Access: The reservoir is situated at the junction of the A6102 road and the A616 Stocksbridge bypass to the North of Sheffield. It is approached from the A6102 via the original A616 road leading to a field gate onto the grassed embankment.



(c) Google

Construction completed in 1907

Approximately 440m long

18m zoned earth embankment with a puddle clay core. The downstream face has a mid height berm.

Situated downstream of Langsett reservoir and supplies compensation water to the Little Don. Historically this was used for cooling purposes at the major steel works in Stocksbridge.

2955MI capacity

Previous works: 1996 - overflow works were completed which increased the spillway capacity in the upper part of the spillway channel. The works also included a reinforced grass protective embankment parallel to the spillway, reinforced grass on the toe of the embankment, raising of the core, works to make the wave wall continuous, and instrumentation, drainage and uplift protection measures.

Timings for the tour

121 minutes travel time on main roads

10:15am	Depart University of Leeds
11:30am	Arrive at Winscar (web says journey 54 mins – allowed 1hr 15)
11:45am	Depart bus for the site visit (45 minutes site visit)
12:30pm	Lunch Dog and Partridge
1:15pm	Depart Winscar (web says journey 14 mins – allowed 20 mins)
1:35pm	Arrive at Langsett (45 minutes site visit)
2:30pm	Return to bus
2:45pm	Arrive at Underbank (web says journey 9 mins – allowed 15 mins)
3:15pm	Return to bus (30 minute site visit)
3:30pm	Bus leaves site
4:30pm	Arrive back at University of Leeds (web says journey 44 mins – allowed 1 hr)

Lunch at Dog and Partridge,

Choose from:-

Homemade meat and potato with mushy peas and chipped potatoes

Cottage Pie served with roast vegetables

Stew and dumplings or served in a giant Yorkshire pudding
Soup of the day with a home roast sandwich

Treacle sponge and custard
Apple crumble and custard
Trifle
Classical Tart au Citron with fresh cream

Tea/coffee

Tour name	Name of res	Toilets on site?	Nearby lunch stop? Service station/ pub/ picnic spot	Access to res? Full size bus/smaller bus needed? Space for turning?	Name of confirmed coach company
TOUR A	Baitings	No	Turnpike Inn	Small bus	Fourways
	Boothwood	Possibly			
	Scammonden	Yes			
TOUR B	Riding Wood	No	Huntsman Inn -	Small bus	Fourways
	Brownhill	No			
TOUR C	Agden	Nearby	Old Horns Inn Bradfield	Small bus	Fourways
	Dale Dike	No			
TOUR D	Winscar	Yes	Dog and Partridge, Flouch	51 Seater	Geldards
	Langsett	Facilities at WTW			
	Underbank	No			