



Journey through the Valley of Stone

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Musbury Heights tramway

The Haslingden Grane Tramway runs from NGR: SD 779 228 and SD 765 221 and links Hutch Bank and Musbury Heights quarries.

Historical Summary:

Working life: 1877 to the mid 1920's (Groundwork Rossendale n.d.)

Quarry firms: Hargreaves & Bolton (1876-95) (Miller 1997, 126), Grane Brick & Terracotta Co. (1895-97), Grane Brick & Stone Co. Ltd. (1897-1903), Grane Quarry Co., latterly Hodgson's Road Contracting.

Transport: 1877 engine named 'Roscow' which was capable of drawing 200 tons on the level (Groundwork Rossendale n.d.).



Summary of Surviving Remains: This tramway is generally poorly defined for much of its course and appears to have been landscaped away close to Ogden and Holden Wood reservoirs. The tramway incline to Musbury Heights is, however, still well defined and there is a section of surviving platform which formed part of a sidings at the Grane Road goods yard.



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Scout Moor tramway

The Scout Moor Tramway runs from NGR: SD 809 190 to 821 198 and formed an element of the quarry workings at Scout.

Historical Summary

Working life: 1880 to 1939 (Groundwork Rossendale n.d.)

Quarry firms: Whittaker & Sons.



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Summary of Surviving Remains: Although the start of the tramway has been obscured through landscaping close to Scout quarry the tramway is discernable as a low engineered platform, with a well preserved and defined embankment. The tramway also has a series of in situ sleepers and sections of railing along its course and a degraded wooden bridge located to the north of Scout quarry.



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Moss Quarry tramway

A short tramway track bed ascends on a gradual slope from a road side sett at Leavengreave into Moss Quarry.

Working Life: During 1889 a mineral tramway was constructed from the quarry to the roadside sett, (Rothwell 2008).

Quarry Firms: Brooks & Brooks were working the quarry in 1902, and their 'style' of quarrying favoured the use of tramways.

Latterly the quarry run by Bowers and Sons; quarrying eventually ended after 1938.

Transport: Narrow gauge tramway possible 3ft gauge.

Summary of Surviving Remains: Although the tramway is short with no obvious links, it does have some merits. It is a narrow track bed skillfully engineered on the hillside with masonry cuttings and buttresses on the graded ascent.



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