



Journey through the Valley of Stone

... a living history



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Broadley stone sidings

Broadley Stone Sidings is located at NGR: SD 880 168 and is positioned close to a junction which linked the Bagden mineral tramway with the main Facit Branch line. The site can be accessed from the Healey Dell Nature Reserve.

Historical Summary

Working life: In use by 1894 (OS 1st edn) and still used post-1930 (OS 25")

Firms: Henry Heys & Co (Roberts, 1974, 18).

Transport: Tramway serving local quarries. Locomotive "James" used on the line until 1900. A length of line was, however, used until 1950's which served nearby Spring Mill bleaching works (Roberts, 1974, 22-4).



Summary of Surviving Remains:

This stone sidings has evidence for a stone built platform running adjacent to the former Facit Branch Line. The remains of a scrubbing, or polishing mill are also positioned to the rear of this platform. The remains include two stone lined circular depressions which housed the millstones and an engine bed and possible boiler area. To the south of these settings a linear depression also appears to represent a degraded extension to the mill.



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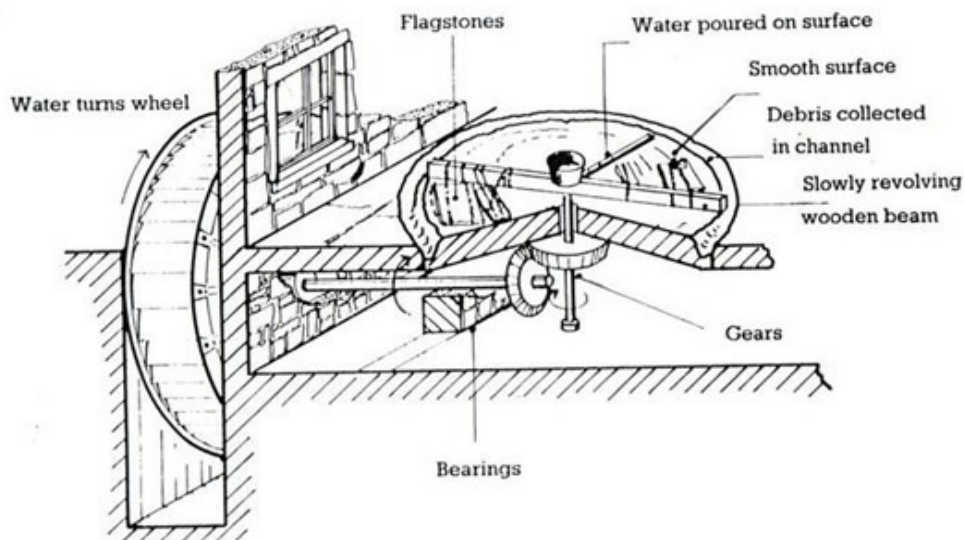
Dules Mouth scrubbing mill

Dules Mouth Scrubbing mill is located at NGR: SD 875 198 and is positioned on the lower reach of Cowm Brook. The site can be accessed from a public footpath which runs NW from Cowm Reservoir.

Historical Summary:

Working life: Operating by 1844 (OS 1st edn) – out of use by 1910 (OS 25”).

Methods: Water powered polishing mill



*DULES MOUTH RUBBING MILL Artist's impression of the mechanism
(based on information by W.G. Taylor.)*

Summary of Surviving Remains:

This site contains a number of features and structures which are associated with the polishing, or scrubbing, of stone. These features include the silted remains of a large millpond, which may have been fed by leat running from a weir positioned on Cowm Brook, and the degraded remains of a water powered polishing mill. This mill has a number of identifiable components, including a headrace running from the millpond, with an associated byewash, and the remains of a wall which may have been part of a sluice gate. Water channelled through the headrace appears to have driven a breastshot waterwheel, which would have turned a series of gears powering the mill. Although this gearing system does not survive it was probably contained within a stone vaulted chamber, positioned adjacent to the waterwheel, which may also have acted as the base for the millstone. A stone revetted tailrace, and a drystone platform, are also found to the south-east of the mill, whilst a degraded stone buttress is positioned at the north-east corner of the mill.



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Cloughfold to Ding Quarry tramway

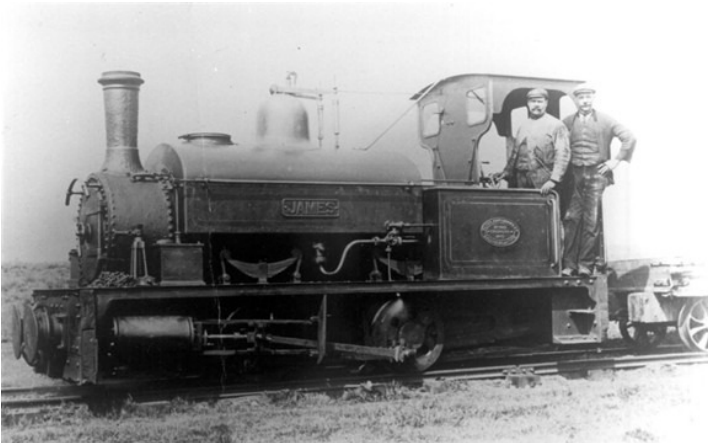
The Cloughfold – Ding Tramway is the most extensive tramway system in the region running from NGR: SD 850 188 to SD 823 225 and includes to branches running from Cloughfold Scrubbing Mill (NGR: SD 818 218) to Brow Edge quarry (NGR: SD 816 212) and Hurdles quarry (NGR: SD 823 217)

Historical Summary

Working life: Link between Hurdles, Brow Edge, Great Height and Crag quarry constructed in 1867. Link to Ding quarry constructed 1888. The track was lifted in 1920.

Quarry firms: Butterworth & Brooks. Brooks & Brooks.

Transport: Tramway with a 3" gauge.



Summary of Surviving Remains: The line of the tramway is discernable throughout much of its course as a series of engineered platforms, slight embankments and cuttings. There are, however, a series of well defined and well preserved embankments between Cragg quarry and Cloughfold Scrubbing Mill and a deep drystone revetted cutting. There is also a probable winding house and platform close to Ding quarry, two degraded structures, a series of crane platforms and processing areas adjacent to Great Height quarry and a well defined tramway incline running from Cloughfold Scrubbing Mill to Cloughfold.