



# Journey through the Valley of Stone

... a living history



**You are here:** The Journey > Selected Heritage sites > Hall Fold to Walstead Clough tramway

## Hall Fold to Walstead Clough tramway

The Thurns Head – Ab Top tramway runs between NGR: SD 879 178 and SD 871 195 and links Thurns Head, Ragstone Brow and Ab Top quarries.

### **Historical Summary:**

**Working life:** post-1844 (OS 6" 1st edn)/pre-1891 (OS 6" 2nd edn). Disused by 1912 (OS 25" map).

**Quarry firms:** Served two companies – Jackson's (Thurns Head) and Maxwell's (Ab Top).

**Transport:** Horses and locomotives. The gauge may have been 30" and trucks carried four tons of stone



**Summary of Surviving Remains:** The tramway on average is c. 2 m wide and is discernable, in places, as a grassed over level platform. In certain areas the trambed is also found contained within slight cuttings. Associated features include a tramway bridge, which would have originally crossed a sunken lane.



# Journey through the Valley of Stone

... a living history



**You are here:** The Journey > Selected Heritage sites > Lee Quarry to Deansgreave tramway

## Lee Quarry to Deansgreave tramway

The Lee – Deansgreave Tramway runs from NGR: SD 864 217 to 884 214 and originally linked Britannia Stone Sidings, Lee Quarry and Lee Mill.

### **Historical Summary:**

**Working life:** Incline and system between Britannia station – Deansgreave – Black Cowm built in 1882. Link from incline to Lee Quarry built 1900. Both of these tramways in disuse by 1928. Link from Lee Quarry to Lee mill started operation in 1880 and closed in 1938.

**Quarry firms:** Brooks & Brooks.

**Transport:** The linking tramway between the Britannia incline and Lee Quarry has a mainline gauge.



# Journey through the Valley of Stone

... a living history



**Summary of Surviving Remains:** The incline between Lee Mill and Lee quarry has unfortunately been truncated by a haulage road and only a short section of the tramway now survives. The remaining sections of the tramway are well defined as a series of engineered platforms and low embankments, and in sections in situ sleepers are visible within the tramped, whilst the incline which runs from Britannia station is well preserved in its upper sections. There are also two degraded structures associated with the tramway, which include a loading/processing platform and a possible winding house.



# Journey through the Valley of Stone

... a living history



**You are here:** The Journey > Selected Heritage sites > Facit incline

## Facit incline

Facit Incline was a steep main gauge rail track that lowered stone in rail wagons from Facit quarries on the moor top to the processing site located at the valley bottom. The full railway trucks of stone were allowed to descend slowly and to haul up the empty wagons without steam or power other than gravitation. This operation was performed by means of a long wire rope coiled on a wooden drum 12 foot in diameter and 6 foot broad, and controlled simply by two strong rim brakes, almost the circumference of the drum.



# Journey through the Valley of Stone

... a living history



## Historical Summary:

**Working Life:** Connected to the Lancashire and Yorkshire main line in 1871. The incline was abandoned in 1946 but the lower finishing works continued to saw and smooth stone for flags until the mid 1960s.

**Quarry Firms:** Built by Henry Heys 1871 combining to form Heys & Sanderson from 1932 - 33 - to form the largest sandstone quarry in the UK.

**Transport:** Main gauge incline with passing place to serve moor top quarries at Facit. 'Lymm' the railway engine served the moor top railway system above Facit for 72 years and was scrapped in the late 1950s, being the last quarry railway system in the district. The locomotive was built by the Hunslet Engine Company, at Leeds in 1888.

**Summary of Surviving Remains:** The clear bed of the incline has been left as an access corridor to the moor top. The processing works by the side of the main line were landscaped away in 1987 but the flue system and chimney on the incline survive. The late **19th century chimney** has recently been restored through the Valley of Stone project.

At the top of the incline the converted cottages have the overall shape of the loco and work sheds.



# Journey through the Valley of Stone

... a living history

