

SHOOTERS CLOUGH
COTTAGE

CASTEDGE
COTTAGE

Shooter's Clough

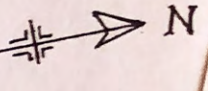
TUNNEL

MINE ENTRANCE

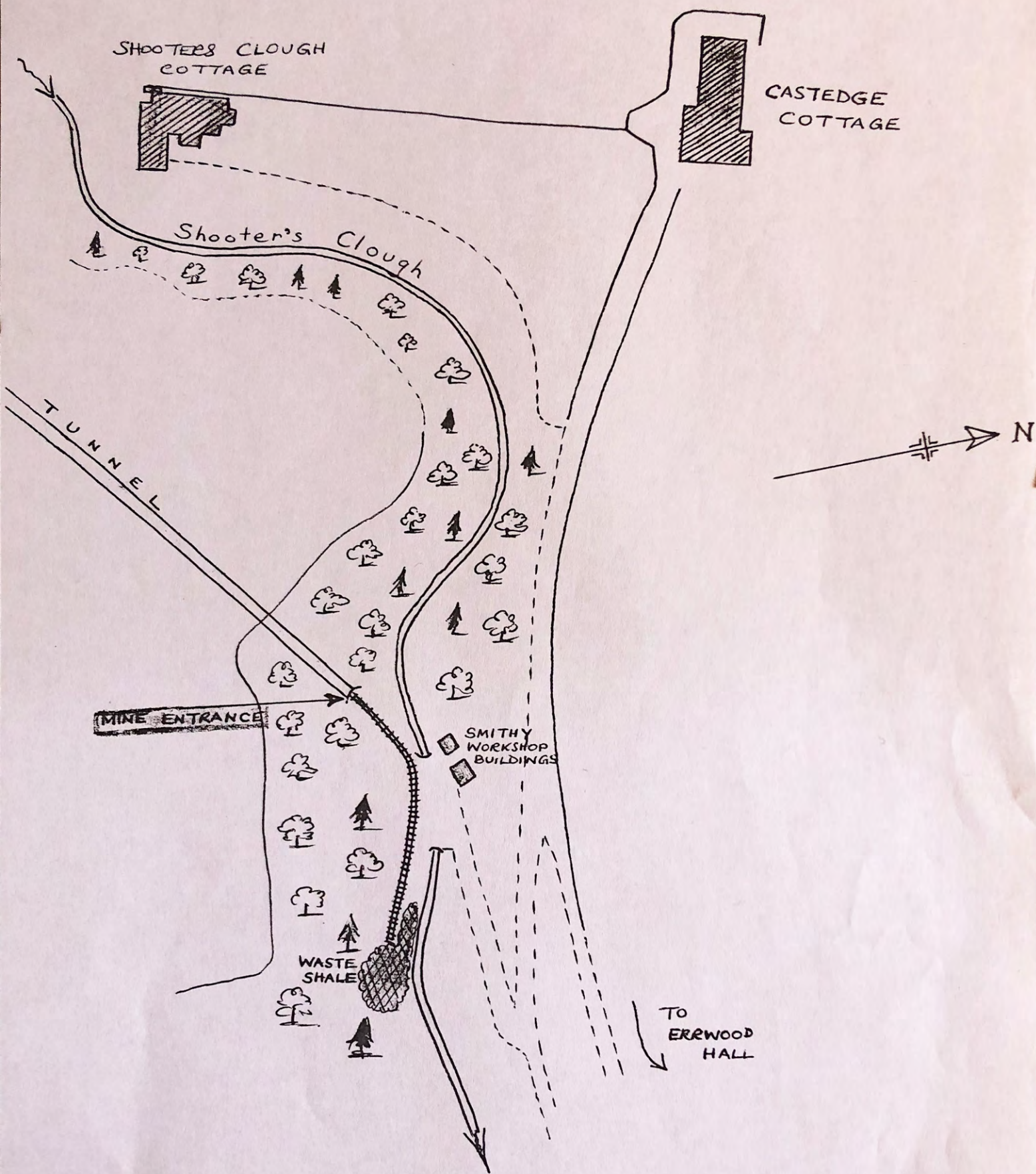
SMITHY
WORKSHOP
BUILDINGS

WASTE
SHALE

TO
ERRWOOD
HALL



CASTEDGE COLLIERY



DETAILS from the CEMETERY

SAMUEL DOMINIC GRIMSHAW

20th April 1883

JESSIE MARY MAGDALEN GRIMSHAW

6th December 1893

HELIER ROBERT HADSLEY GOSSELIN

31st March 1924

MARY AMBROSE LOUISA GOSSELIN

23rd February 1930

Capt. PRESTON 1st March 1901

ANNE GENEVIEVE MARIE PRESTON 28th January 1929

IRMA NIORTHE Born at Bayonne, France 7th July 1855
Died at Ettwood, Cheshire Dec. 19th 1882 aged 27

JOHN BUTLER Captain of the yacht MARIQUITA, for 16 years
the friend and faithful servant of the late
Samuel Grimshaw of Ettwood.

He died 3rd February 1886 aged 55 years

ELLEN FERNS who departed this life 12th Jan. 1889 aged 75

ELIZABETH ANNE BRADDOCK

who departed this life 6th Jan. 1903 aged 19 years.

THOMAS BRADDOCK

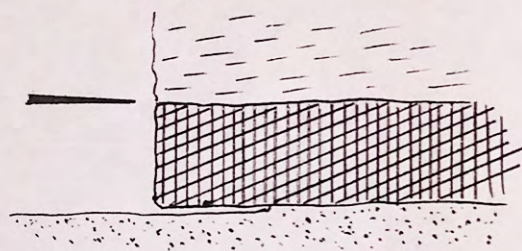
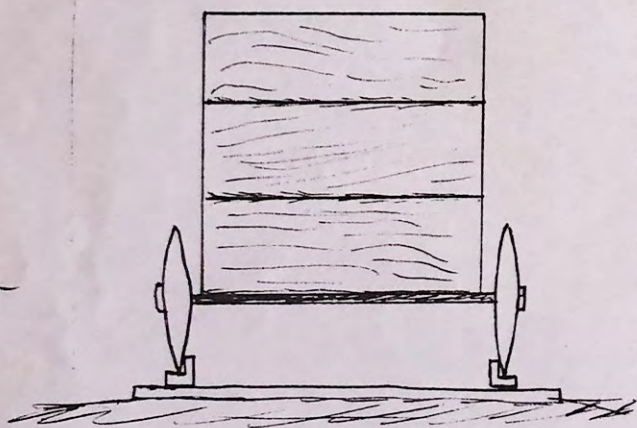
who departed this life 28th November 1911 aged 71 years.

ERRWOOD COAL PIT. (info. from Jim Lomas.)

Mr. J. Swindells retired from working the mine in 1911, and left the cottages at Goytsclough Quarry to move to Moss House Farm further up the valley, still a tenant of Grimshawes.

Mr. Peter Lomas moved from Bridgemont to Goytsclough and took over working the pit, from 1911 to 1917.

The mineral rights were held by Errwood Estate and the pit was worked by 2 men. The coal seam sloped two ways, with the valley but at a more acute angle, and rising on the south side of Shooters Clough. A gently rising tunnel was excavated into the south side of Shooters Clough, from near the stream bed until the coal seam was reached. This meant that any water present could drain back to the mouth of the tunnel. Because of water lying on the lower side of the tunnel, coal could only be mined on the top side. Large areas of coal were left to support the roof so that the minimum of props were necessary. The seam was 14" - 18" thick. At the working face a groove was cut along under the coal seam and then thin wedges were driven in at the top of the seam a little at a time so that the face dropped in over quite a length.



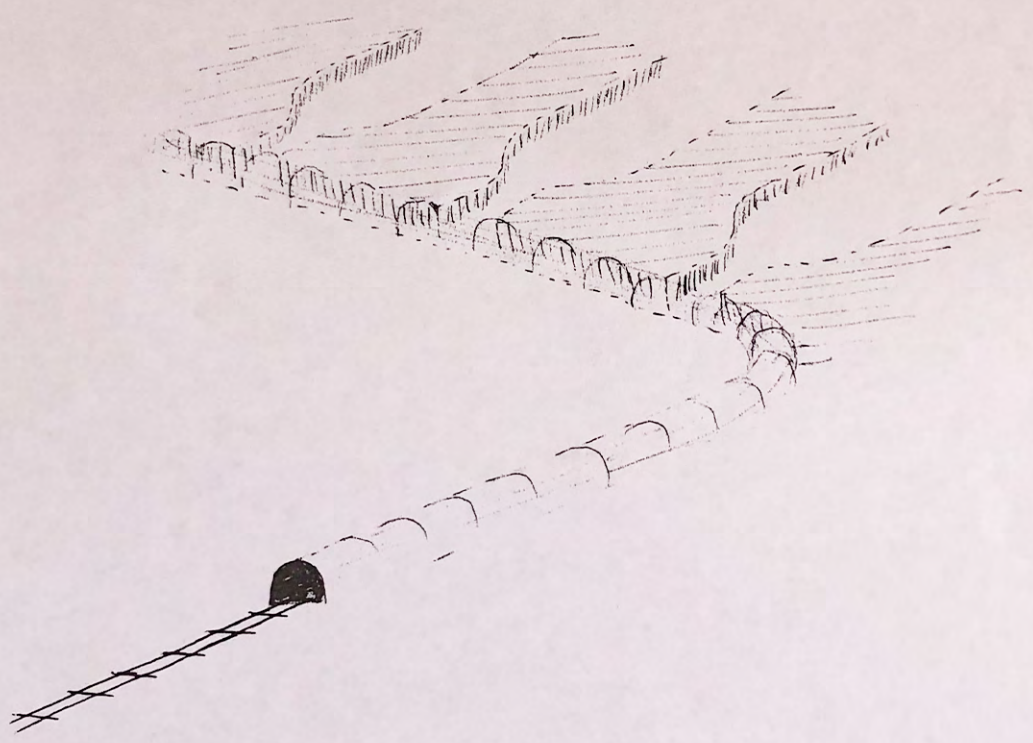
Coal was loaded onto shallow sledge-like trucks which were pulled down to the tunnel level and off loaded into wagons which ran on lines.

Each wagon could carry about 5 cwt.



The bottom of the tunnel was wet and messy so the collier and wagonner walked on the rails pushing a truck each to help them retain balance. The wagon wheels were disc shaped, the sharp edge running on the rail track which was simple 90° angle section. The wheels ran on the outside of the upright and the wagon had to follow the direction of the track, the sharp edge of the wheels cutting through any debris on the track. Because the tunnel was only 3' 6" - 4' high any upward movement of the wagon through riding up over debris could have been dangerous to the person pushing the truck.

The main tunnel turned at the coal seam and went along the coal face.





The ruins of a small building are still visible near the track to the pit. This was used as a smithy for sharpening pick heads, as a skelter and for storing a small amount of timber, etc.

Wagons were pushed out of the tunnel and the coal tipped on to a level flagged area near the entrance so that it could be more easily loaded into horse carts. The stream was directed into a culvert under the edge of the flagged area. Shale higher up on the stream bank which is visible was the waste material from the original tunnel excavation.

About 1917 coal from the mine was sold for $4/6^d$ per ton, but at this time coal was fetching $7/6^d$ in the surrounding district. Mr. Lomas asked Errwood Estate if he could increase his charge to tenants and farmers although he would still supply the Hall at $4/6^d$. The request was refused and so the collier stopped working the mine.

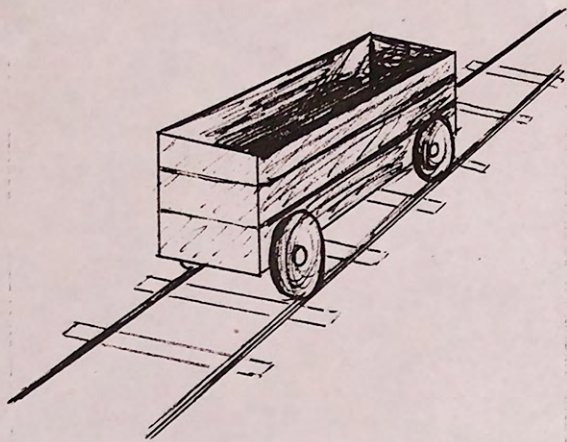
Lomas's left Goytsclough Cottages and became a tenant of the Duke of Devonshire at Goyts Mass. (Having gone up the valley and crossed the River Goyt which divided Errwood Estate from Clatsworth Estate at this point).

Mr. J. Hewitt and Mr. Massey took over working the mine, complying with a condition to supply the Hall with a ton of coal per week.

They mined some of the coal near the entrance and after about 2 years the roof began to collapse and Mr. J. Lomas thought that the mine was finally worked in 1919. The first motor vehicle allowed to Errwood, was to the coal mine in 1918/1919.

The mine was in fact worked at a later time by Mr. J. Hewitt (who later lived in Kettlewell) so presumably the roof was supported by props. The survey plan commissioned by Stockport Corporation indicates last working in 1933.

The coal face extended 20-30 yards from the main tunnel, widening out from 6'-8' to 18'-20'. Once the first coal had been brought out there was a space to backfill with shale cut out from the tunnel heading.



Apparently in 1915 Government legislation stipulated that all private mines should have a second entrance as an escape route and to allow better circulation of air. A second excavation was started to make a passage through to Shooter's Clough upstream of the cottage gardens. Fortunately the miners broke through into old workings, saving many weeks toil. The shale heaps from this second entrance are still visible over the stream from Shooter's Clough Cottage ruins.

CASTEDGE COTTAGES



These cottages were probably built before the Hall (50 years older?) and therefore Grimshawes would acquire them when they purchased this part of the Estate.

In the early 1900's Mr. O'Donnell a gardener and his wife who was the laundress lived at Castedge Cottage, and Mr. McArdle the gamekeeper lived at Shooters Clough Cottage.

A level piece of ground between the cottages, but just higher to the west was a tennis court.

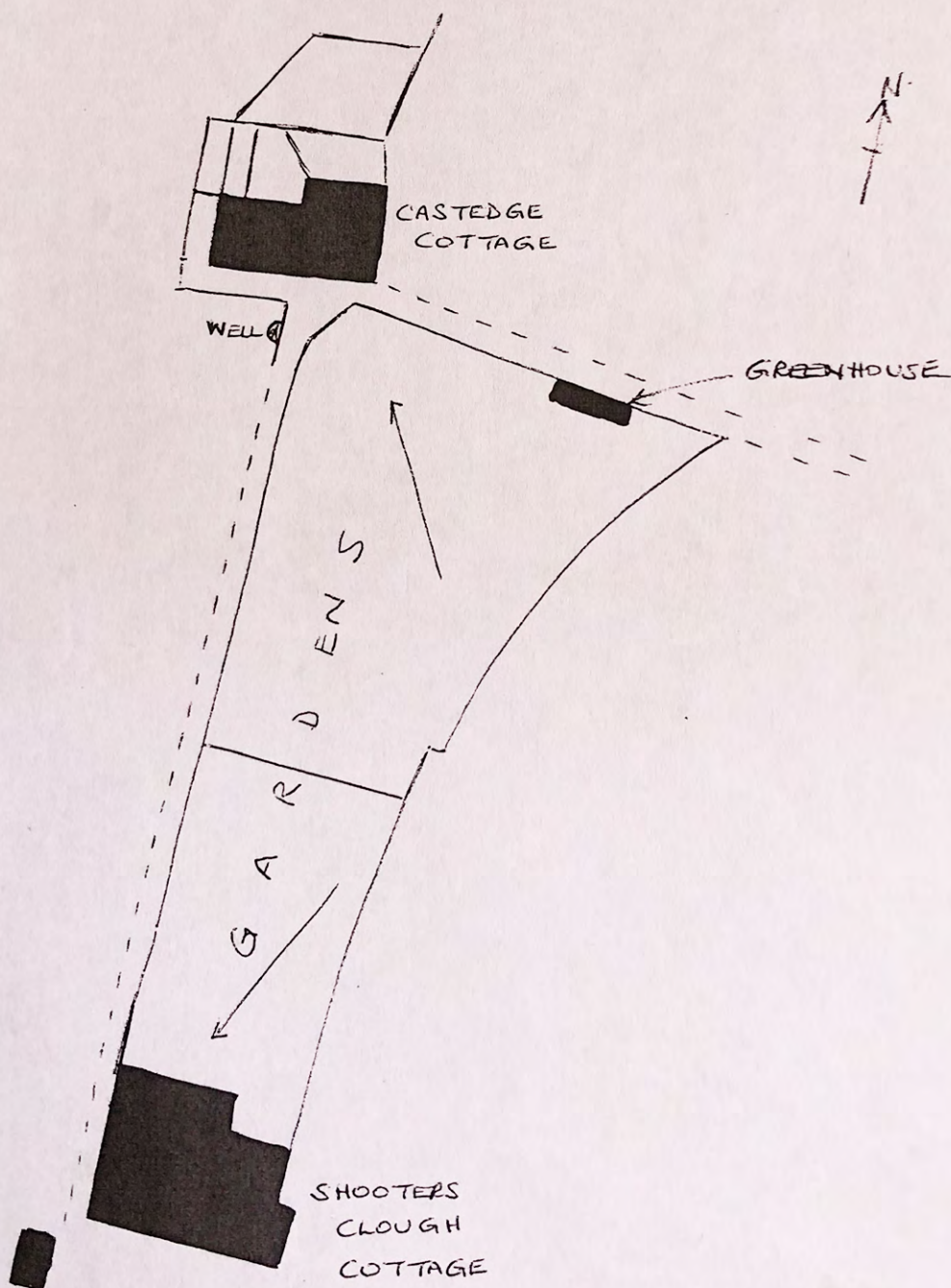
It was possibly Shooters Clough Cottage which was rented out to a group of young musicians in the 1920's? (information from a lady I met in the Loft about 1985, she said they called it the "Shooting Lodge").

At Errwood Hall the water supply came from a spring which gathered in a covered 'horse trough' at the back of the house, from where it was piped into the house.

Castedge Cottages

These cottages were probably built before the Hall (perhaps 50 years older) and the Grimshaws would likely buy them when they purchased the Estate. In the early 1900's, Mr. McArdle the gamekeeper lived in Shooters Clough cottage, and Mr. O'Donnell a gardener, with his wife who was laundress, lived at Castedge cottage.

at the Hall.






St. Joseph's



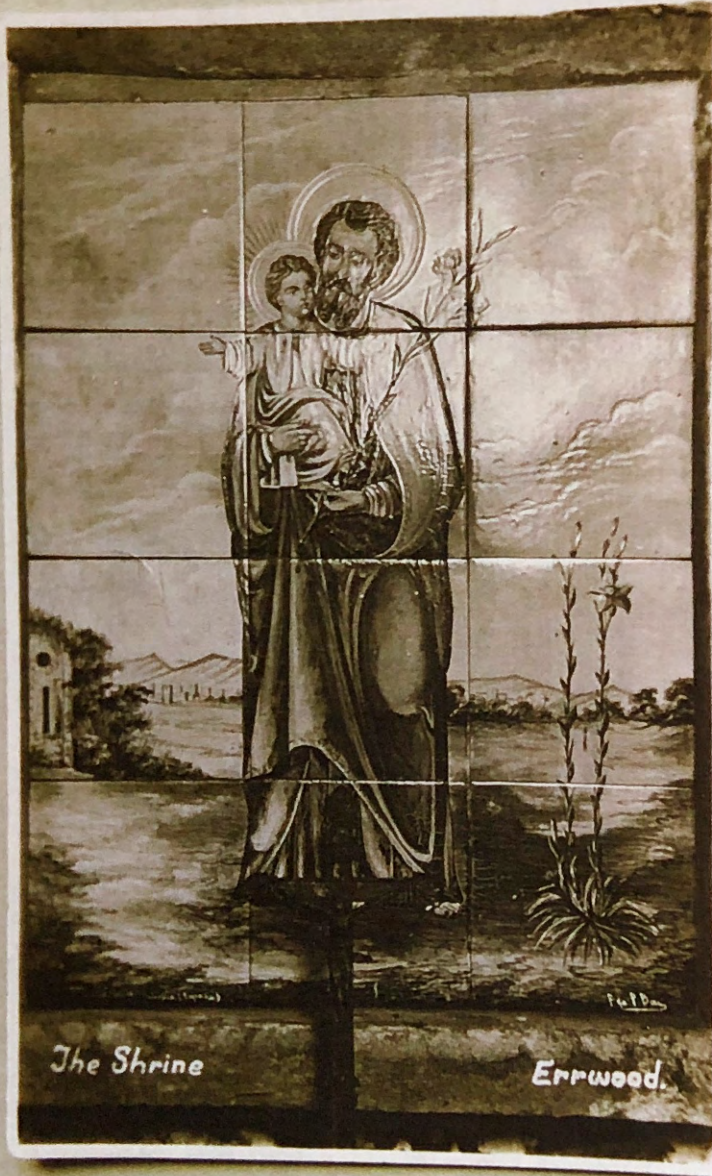
The Shrine

Errwood.

ST. JOSEPH'S SHRINE 

Inscription: "No one asks in vain of St. Joseph. A token of gratitude".

Initials underneath "D. de Y." are of Miss Dolores.



PYM CHAIR

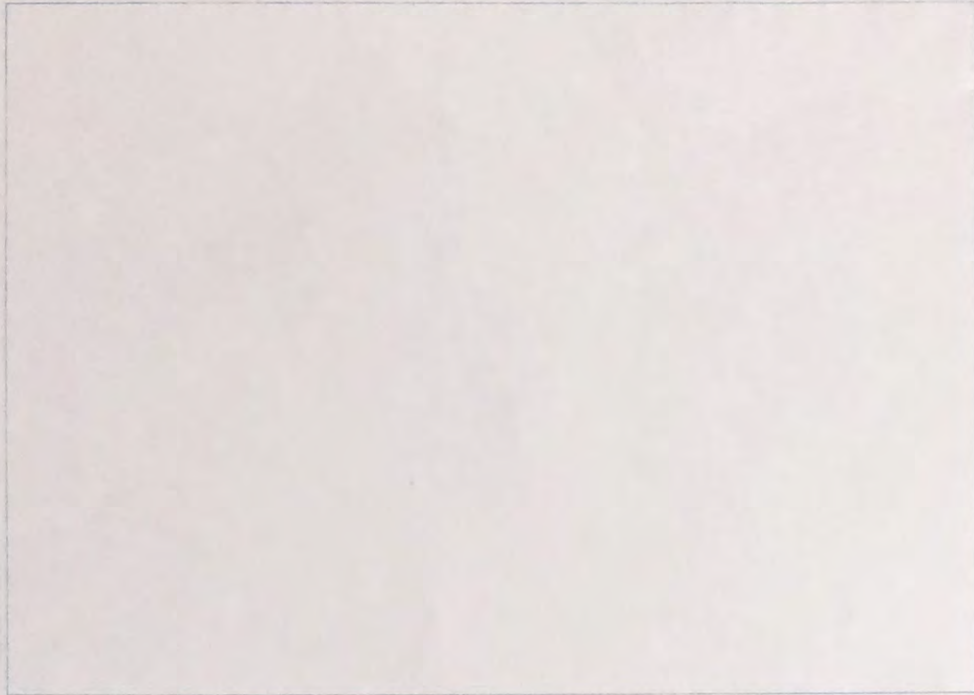
Pym may have been a religious leader accustomed to sit in his chair while he addressed his followers in this isolated ~~spot~~ spot where they would be safe from the authorities. Some suggest it may have been Pym the great parliamentarian in his fight against the Royalists. It is said that he may have crossed the ridge with the Roundhead troops, and is possibly sat down on the stone which had the shape of a chair, and thereafter it was called Pym Chair.

Miss Gaskell of Ingersley Hall favoured the view that Pym was a highwayman. She wrote: "There was a band of highwaymen who located themselves on the Old Roman Road on the hill now called Pym Chair, after their leader Pym, who caused the stone chair to be erected to watch more comfortably the packs of mules laden with merchandise proceeding along the road visible from the summit and would send his men down to waylay and plunder them."

The chair was originally situated at an altitude of 1547 feet. The stone was intact in 1838 but was then broken up and used to mend the road. The two pieces bearing the letters P and C were retrieved and had been by the roadside for many years.

Chromford and HIGH PEAK RAILWAY opened in 1830, at a cost of £200,000. Gunpowder Mill reputed to have provided powder for Spanish Armada in 1588 and 1914-18 war.

Taxal yew tree more than 600 years old



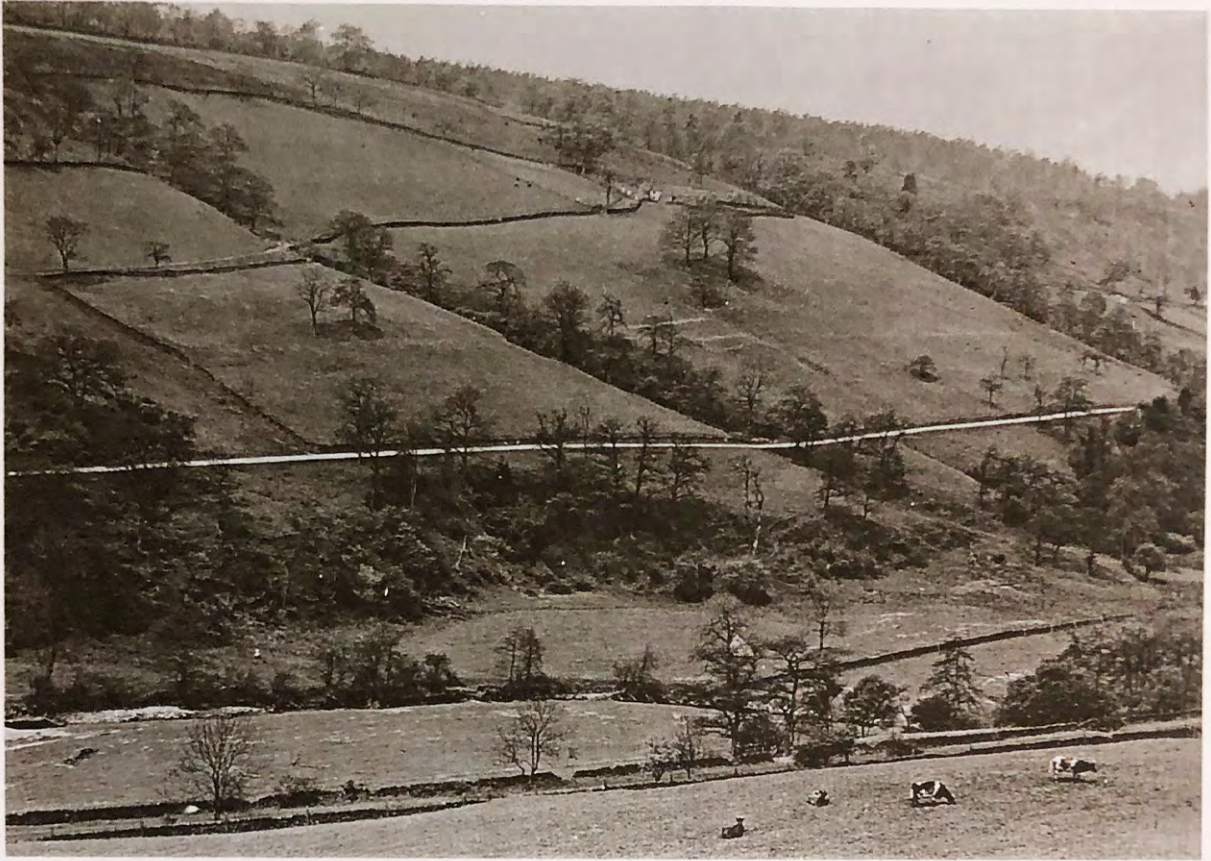
Site at the foot of Bunsal Incline by Fennel Reservoir
where there was a crane. Taken Mar. 1989.



REMAINS OF FERNILEE RES. SUSPENSION BRIDGE
IN LAST STAGES OF BEING DISMANTLED AS
LEWIS DAM WAS CONSTRUCTED.
(NOTE TUNNEL UNDER OLD CROWFORD/HIGH PEAK INCLINE
IN BACKGROUND). Taken MARCH 1966



Intake Farm



SHAW STILE



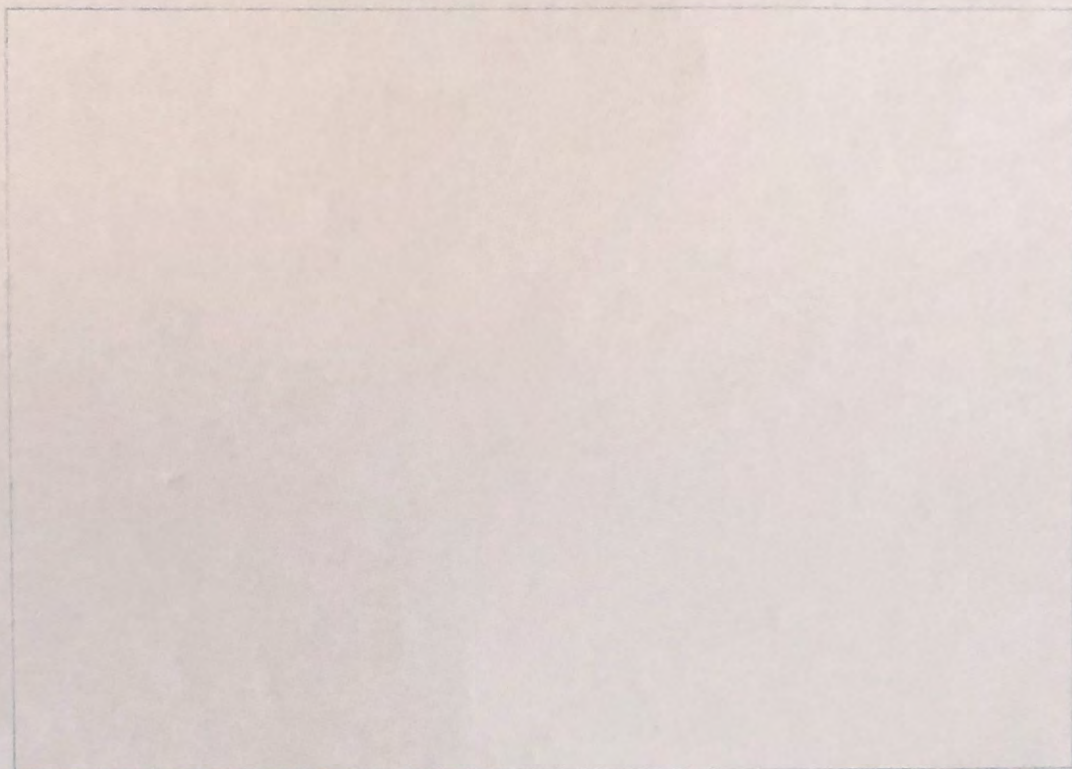
MARION TARA



STUBBINS FARM (higher left) - note small size of Yew tree.
and MASTERS FARM



Present top water level of Fenilee Reservoir
is just about over this site



Remains of suspension bridge, Tacoma Res. construction



Group of men employed at
Chilworth Gunpowder Works
circa 1910.

Fred Wilson 5th Right back row
Jeffrey Swindells 2nd Right back row
other men employed:-

Sam Depledge

Jack Vaughan (cooper)

Mr. MacBean (cooper)

front row 3rd from right^R
Messrs. Raven, Southern,
West, Bagshaw

In 1909 (or 1911) there was a severe explosion and 2 men were killed.
Outlying storage magazines were situated on the eastern bank
of the River Goyt.

1st Above Smit

2nd left, back row is Jack Mellor
(who tested the powder)

3rd from left - MR. COX

4th from left - Jim Boothby

4th from right - Dugal Sherwood



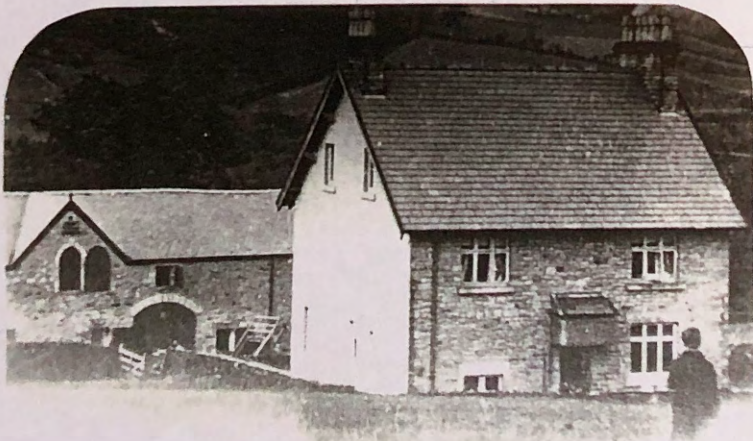


Coopers at Chillworth Gunpowder Works approx. 1905 - 10.
Heathers came from Surrey with Chillworth Powder as did Macbeans & Smiths.
Heathers lived at Fernbee Cottages until they moved to Tunstead.

A. Heatter.
engineer
R. hand end.
(he had lost an
arm in the mill).
Patrick O'gogzebde
front 2nd from left.

Shaw Stile Farm

last occupied by
the Clayton family ?





Woodland View cottages
Fernilee
Hall

Overhill Farm
Grove Vale Cottages
Cottages & Fernilee Hall Farm

Information from Horace Oldham

Errwood Hall is not shown on 1840 map
Samuel Grimshawe bought Errwood Farm, then afterwards
other land from Wynstanley's, Todwell Estate and
Chatsworth Estate.

It seems likely that Cartledge Cottages are older than the
Hall.

Samuel Grimshawe employed an architect and built
the Hall as a wedding present for his son.
Samuel is buried at Taxal Church. The family
became Catholic after they had been taken ill
on a trip abroad and had been nursed back
to health by Catholic nuns.

The artist's impression engraving of the Hall is
now in Buxton Library (or Museum?) given by H.O.

St. Joseph's Shrine was built after the
Emancipation Act

No family was allowed to have a resident Catholic
priest. Grimshawe's got over this by having
"converting" priests until the Act when they
could have one openly.

The Water Authority Archivist may have details, or
they could be held at Chester (How DENNIS etc.).
Todwell Estate details are thought to be at Chester.

At the construction of Fernilee Reservoir, Stockport Corporation
paid for the use of the old railway line. When
the reservoir was completed, Stockport made an offer
to buy the line at the price per acre they
had paid for the Estate.

The London N. West Railway asked a higher price.

A letter went out from the Town Clerk requesting that the railway company fence both sides of the line with unclimbable fencing and provide crossing gates at all the crossing points.

The deal went through at a more reasonable price per acre.

The Gainsmore family died out leaving Esme Presto (wife of Capt. Preston?).

London and North Western Railway.

RULES AND REGULATIONS APPLYING TO THE CROMFORD AND HIGH PEAK SECTION.

Commencing OCTOBER 1st, 1888.

The following Special Rules and Regulations must be observed on the Cromford and High Peak Section, in addition to those contained in the General Book of Rules and Regulations.

Uniform Time to be kept by Breaksmen and Enginemen, and at all Stations.

1. In order to insure uniform time being kept, the Clocks at all the Stations must be regulated daily, in the following manner: The Breaksman of the first Through Train from Whaley Bridge must, before starting, regulate his watch by the Clock at that Station, and communicate the time to each Station as far as he accompanies the Train, also to the Breaksman who may take the Train forward to Cromford, and who must likewise give the time to the Stations on the remainder of the journey.

The Station Agents and Stationary Enginemen will be held responsible for keeping their Clocks properly regulated.

2. The Line is divided into nine Sections, the working of which will be regulated by the Train Staffs belonging respectively to those Sections.

The Train Staff must invariably be suspended on the weather board of the Engine, and the Driver is responsible for seeing that it is in its right place before his Engine leaves the starting point.

3. No Train or Engine may enter any Section unless the Engine-Driver is in possession of the Train Staff belonging to that Section, *except as follows*:-

Through Trains may pass over Section No. 7 without the Train Staff, provided that both the Driver and Breaksman see the Train Staff belonging to it, at the end of the Section at which they start, immediately before leaving that end, but they must not see it at the other end from which they start on such return journey, it being necessary to run a

INSPECTION TRAIN,
BALLAST TRAIN, OR
SPECIAL GOODS TRAIN

and such Train may enter upon any of the Sections without the Train Staff, provided the Staff is at the starting end and that both the Driver and the Breaksman see it immediately before starting; they must also see that a second Breaksman is provided to travel with such (First) Train for the purpose of protecting it when standing upon the Main Line during shunting operations, or for any other purpose, or when from any cause the Train is not travelling at its usual speed (see Regulations 212 and 213).

The Line between the Grinn Branch Junction and the Colliery Junction will be controlled by signals at those Junctions and at Lohmanlow Station, a list of which is given in the working Time Table.

During the prevalence of Fog no Engine or Train is permitted to exceed a walking pace between Lohmanlow Station Signal and the Colliery Junction.

6. Between the foot of Shallcross Incline and Whaley Bridge on the Buxton Main Line, only one Engine in steam, or two or more coupled together, which are then to be treated as one Engine or Train, must be allowed at one and the same time.

7. The Engine-Driver, on approaching any level crossing, must sound his whistle and proceed cautiously, having his Engine well in hand, so as to be able to bring his Train to a stand if necessary before arriving at the crossing.

8. In case of an Engine becoming disabled, or of any accident occurring which renders it impossible for the Engine to proceed, the Guard in charge, after instructing the Engine-Driver to keep the Engine stationary until his return, must make the best of his way with the Staff to the Station whence assistance can be obtained, and inform the Person in charge there of the circumstances, who may on receipt of such information, allow a second Engine, with the Staff to enter the Line. The Guard of the disabled Train must accompany this second Engine, and explain to the Driver where, and in what circumstances, the disabled Engine or Train is situated. The Guard of the disabled Train will be held responsible for the safe and working of the Train until it is again clear. Should an Engine without a Guard become disabled, the Fireman must perform the duties prescribed for the Guard.

9. The Engine-Driver must not leave his Engine within 100 yards of the foot of an Incline Plane while the latter is being worked.

10. The Fireman must in all cases, when no Breaksman attends the Train, perform all such duties assigned to Breaksmen, as the circumstances may require.

Stationary Enginemen and others engaged on the Inclines.

11. The Enginemen stationed at the different Inclines have charge of the hangers-on and others connected with the Inclines, and are responsible for the carrying out of these Regulations, and for the acts of the men in their charge.

12. The Enginemen must examine (or cause to be examined by the Planemen in his charge) the tackling after every arrival at the top and bottom of the Incline, in order to see whether there be any defect in it. Should any defect be found, the tackling must be laid aside, marked as unfit for use, and reported for repair.

13. The Engineman in charge of the Stationary Engine must examine (or cause to be examined by the Planemen in his charge) every vehicle about either to ascend or descend the Inclines, prior to its being put on to see that there are no defective parts about the vehicles which would interfere with their working or cause any risk. Should any such defects be found, the vehicles are to be put aside, marked as unfit to work on the Inclines, and the District Traffic Inspector, Cromford, informed without delay, in order that the owners or persons to whom the same have been received may be immediately apprized of the condition of such vehicles or carriages, so that the necessary repairs may be effected by the Company where it has been so.

14. The Engineman must satisfy himself that the man appointed to examine and keep in a good state of repair the pulleys and other tackle on the Inclines goes over his length every day. Any defect that is discovered in the Wire Rope, Chains, or Machinery, must be immediately reported to the Locomotive Foreman.

15. No Truck, Waggon, or other conveyance is to be allowed to pass up or down any of the Inclines (except those that are straight) without the "donkey" and guide chains being applied to keep it down to the pulleys in the curves, and to confine it to the centre of the line.

16. The number of waggons and weights of loads taken up or down the respective Inclines at one time must be regulated according to the age and condition of the wire-rope or chain, and the capacity of the machinery, under instructions from the Loco. Superintendent.

17. No vehicles are to be allowed to ascend or descend at a greater speed than is directed by the Loco. Superintendent.

STATIONS.											
No. 1.											
	M										
	a.m.	a.m.		a.m.	a.m.		a.m.	a.m.	noon		p.m.
Hurdlow Bottom	8 47	...	...	...	...	...	...
Hurdlow Top	9 7	...	...	...	...	...	...
Brigg's Siding	...	6 30	...	...	X	...	...	...	...	...	...
Hindlow	9 15	...	...	...	...	...	...
Harpur Hill	...	7 10	7 20	...	9 30	...	...	...	12 0	...	...
Ladmanlow	...	X	7 30	...	9 40	...	...	...	12 15	...	12 20
Colliery Junction	8 5	9 47	...	9 50	10 25	...	...
Bunsall	...	7 30	...	...	8 20	10 0	...	9 53	10 40	...	12 35

STATIONS.											
No. 1.											
	p.m.	p.m.		p.m.	p.m.						
Hurdlow Bottom
Hurdlow Top	8 15	...
Brigg's Siding	2 0	...	...	...	...	X	...
Hindlow	3 30	...
Harpur Hill	...	1 0	...	...	...	...	...	...	...	3 43	...
Ladmanlow	...	arr. 1 12	...	...	2 20	...	...	...	...	4 10	...
Colliery Junction	...	dep. ...	1 15	...	2 30	3 15	...	...	4 0	4 35	4 5
Bunsall	1 30	...	...	2 45	3 30	...	4 3	...	4 15

No. 1—Shunts Limited Kilns and waits return of No. 2 from Briggs' Sidings, and works both Trains, Harpur Hill to Bunsall.
 No. 2—Arrives at Harpur Hill at 7.0 a.m. and shunts Old Kilns.
 No. 3—Changes Engines at Hurdlow (Top) and Ladmanlow.
 No. 3—Changes Engine at Hurdlow (Top) and Ladmanlow, and when required works two Trips from Hurdlow (Bottom) to Hurdlow (Top).
 When No 21 is not running, No. 20 will depart Ladmanlow at 4.20 p.m.

STATIONS.											
No. 2.											
	Limited Kilns		Dicks' Lime	Grinn Branch Lime	Old Kiln (convert to Whitley line)		Buxton Lime Co's Engine	Old Kiln Lime	Old Kiln Lime		Limited Kilns
	a.m.		a.m.	a.m.	a.m.		p.m.	a.m.	a.m.		noon
Hurdlow Bottom	8 47	...	...	...	...	...	...
Hurdlow Top	9 7	...	...	...	...	...	...
Brigg's Siding	6 30	...	X	...	...	...	...	...	...
Hindlow	9 15	...	...	...	...	...	...
Harpur Hill	...	6 30	...	...	9 30	...	...	10 0	...	...	12 0
Ladmanlow	...	arr. 6 45	7 10	...	9 40	...	...	10 15	...	...	...
Colliery Junction	...	dep. 6 50	...	...	8 5	9 47	...	9 50	10 25	...	...
Bunsall	...	7 0	...	...	...	...	...	9 53	10 40	...	...

STATIONS.											
No. 2.											
	Limited Kilns	Grinn Branch Lime	Dicks' Lime	Old Kiln Lime	H. Co's or Crossford		Buxton Lime Co's Engine	Old Kiln Lime	Old Kiln Lime		Limited Kilns
	p.m.	p.m.		p.m.	p.m.		p.m.	p.m.	p.m.		
Hurdlow Bottom
Hurdlow Top	3 50	...	...	...	...
Brigg's Siding	3 15	...	...	...	...
Hindlow	X	...	...	...	...
Harpur Hill	3 30	...	...	...	...
Ladmanlow	3 0	3 43	...	...	...
Colliery Junction	...	arr. 12 20	1 15	...	...	...	3 10	4 10	...	...	...
Bunsall	...	dep. ...	...	...	...	...	3 15	4 35	...	4 0	4 5
	12 35	1 30	...	...	...	3 30	4 40	...	4 10

No. 1—To do shunting at Limited Kilns.
 No. 2—Engine changes at Hurdlow (Top) and Harpur Hill.
 No. 3—Takes Old Kiln Lime when not ready for No. 5.
 No. 17—Engine changes at Hurdlow (Top) and Ladmanlow. Two Trips or more are worked from Hurdlow (Bottom) to Hurdlow (Top) as required.
 * When No. 20 is not running, No. 17 to depart Ladmanlow at 4.20 p.m.
 Owing to the difference in the time of "drawing" the Buxton Lime Co's Kilns, the working on this Section is varied according to the foregoing Tables. Nos. 1 and 2 Tables apply in alternate weeks.

STATIONS.	1	2	3	4	5	6	7	8	9	10	11
	No. 1.										
	a.m.	a.m.		a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.
Bunsall dep.	...	...	...	7 50	...	...	8 20	10 5	...	10 45	...
Colliery Junction ... ..	...	...	...	8 0	...	...	8 45	10 20	10 15	11 0	...
Ladmanlow {arr. dep.	5 40	5 40	...	8 5	...	...	...	...	...	...	11 15
Harpur Hill	5 55	5 55	...	X	...	...	...	...	...	...	11 30
Hindlow ... ..	...	...	...	8 30	...	...	...	...	...	...	...
Brigg's Siding	6 10	...	...	X	...	...	...	...	...	...	...
Hurdlow Top ... ..	...	...	...	8 40	9 20	...	...	...	...	...	...
Hurdlow Bottom arr.	...	...	...	8 45	9 30	...	...	...	...	...	...

STATIONS.	12	13	14	15	16	17	18	19	20	21	22
	No. 1.										
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Ladmanlow {arr. dep.	...	12 40	...	1 40	...	...	2 50	3 35	4	4 25	5 10
Harpur Hill	12 20	...	1 15	2 25	...	...	3 5	3 50	4 30	4 25	5 10
Hindlow	12 30	...	X	X	...	...	...	...	...	...	...
Brigg's Siding ... ..	...	...	X	2 45	...	...	...	...	...	...	...
Hurdlow Top ... ..	...	...	1 35	X	...	...	...	...	...	...	...
Hurdlow Bottom arr.	...	...	...	8 15	8 29	3 7	3 14	...	...	...	...

Nos. 1 and 2—Convey B. L. Co.'s Coal to Harpur Hill, and run as one Train from Ladmanlow to Harpur Hill.
 No. 4—Engine changes at Ladmanlow and Hurdlow. Engine from Ladmanlow takes staff from Hurdlow (top) to Hurdlow (bottom), and returns from Hurdlow (bottom) to Hurdlow (top), assisting the 6.20 a.m. from Cromford.
 No. 11—To do Shunting at Limited Kilns at 11.30 a.m.
 No. 13—To do Shunting at Old Kilns at 12.30 p.m.
 No. 16—Engine changes at Ladmanlow and again at Hurdlow, and Engine from Ladmanlow to Hurdlow runs
 No. 7 "C" Trip when required.

STATIONS.	1	2	3	4	5	6	7	8	9	10	11
	No. 2.										
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Bunsall dep.	...	...	...	7 50	...	8 30	...	...	10 5	10 45	...
Colliery Junction ... ..	...	...	...	8 0	...	8 45	...	10 15	10 15	11 0	...
Ladmanlow {arr. dep.	5 40	5 40	...	8 5	...	9 15	...	...	...	...	...
Harpur Hill	5 55	5 55	...	X	...	9 30	...	...	...	...	...
Hindlow ... ..	...	...	...	8 30	...	...	...	...	...	...	...
Brigg's Siding	6 10	...	...	X	...	...	...	...	...	...	...
Hurdlow Top ... ..	...	...	...	8 40	9 20	...	...	...	...	...	...
Hurdlow Bottom arr.	...	...	...	8 45	9 30	...	...	...	...	...	...

STATIONS.	12	13	14	15	16	17	18	19	20	21	22
	No. 2.										
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Bunsall dep.	...	12 50	1 40	...	...	3 35	...	4 20	4 55	...	...
Colliery Junction	1 5	1 50	...	3 50	...	4 25	4 50	5 10	...
Ladmanlow {arr. dep.	11 30	12 40	...	2 0	1 50	...	...	...	...	...	...
Harpur Hill	X	...	X	2 0	...	...	...	...	...	...
Hindlow	1 0	...	X	...	...	...	...	...	...	...
Brigg's Siding	3 15	...	3 7	...	...	...	...	...
Hurdlow Top	3 22	...	3 14	...	...	...	...	...

Nos. 2 and 3—Convey B. L. Co.'s Coal to Harpur Hill, and run as one Train from Ladmanlow to Harpur Hill.
 No. 4—Engine changes at Ladmanlow and again at Hurdlow. Engine from Ladmanlow takes staff from Hurdlow (top) to Hurdlow (bottom), and returns from Hurdlow (bottom) to Hurdlow (top), assisting the 6.20 a.m. from Cromford.
 No. 6 to do Shunting at Old Kilns at 9.30 a.m.
 No. 12—To do Shunting at Limited Kilns at 11.30 a.m.
 No. 15—Changes Engines at Ladmanlow and again at Hurdlow (top). Engines from Bunsall to Ladmanlow works
 "C" Trip, which is Saturdays excepted, from Ladmanlow to Harpur Hill shown in column 16; and Engine from Ladmanlow to Hurdlow works "C" Trip from Hurdlow (top) to Hurdlow (bottom), shown in col. 17.
 No. 16—To do Shunting at Old Kilns at 2.30 p.m.
 Owing to the difference in the time of "Drawing" the Buxton Lime Co.'s Kilns, the working on this Section is varied according to the foregoing tables. Nos. 1 and 2 tables apply in alternate weeks.

Distance.	Week Days—Down Trains.	1	2	3	4	5	6	7	8	9
...	High Peak Junction dep.	a.m.		a.m.		p.m.				
1	Cromford (Bottom of)	6 20		11 30		2 0				
1 1/2	Sheep Pasture (Top of)	6 29		11 39		2 15				
2 1/2	Steeplehouse	6 45		11 55		2 20				
3	Middle Peak Yard	6 50		12 5		2 30				
3 1/2	Middleton (Top of)	7 0		12 20		2 40				
5	Hepton (Top of)	7 20		12 50		2 0				
6 1/2	Manystones Siding	X		X						
7	Longlife	7 59		1 30		3 8				
9	Bloore's Siding	X		X						
10	Minninglow Sidings	X		X						
12 1/2	Friden	8 19		2 10		3 28				
15	Parsley Hay	8 39		2 30		3 38				
15 1/2	Hurdlow (Bottom of)	8 47		2 50		3 45				
16 1/2	Hurdlow (Top of)	9 2		3 5		3 50				
17 1/2	Hurdlow (Top of) dep.	9 7		3 15						
19 1/2	Brigg's Siding	X		X						
21	Hindlow	9 15		3 30		4 0				
23 1/2	Harpur Hill	9 30		3 43		4 10				
26 1/2	Ladmanlow	9 47		4 35		4 20				
29 1/2	Bunsall (Top of)	10 0		4 45		4 30				
32 1/2	Shallcross (Bottom of)	10 45		5 30		5 0				
33 1/2	Whaley Bridge arr.	11 5				5 10				

Distance.	Week Days—Up Trains.	10	11	12	13	14	15	16	17	18
...	Whaley Bridge dep.	a.m.		a.m.	a.m.					
1 1/2	Shallcross (Bottom of)	6 30		10 10						
4 1/2	Bunsall (Top of)	7 0		11 40	10 20					
7	Ladmanlow	7 50		1 40	11 0					
9 1/2	Harpur Hill	8 5		2 0	11 10					
12 1/2	Hindlow	X		X	11 20					
14	Brigg's Siding	8 30		2 30	11 30					
14 1/2	Hurdlow (Top of) arr.	8 40		2 40						
14 1/2	Hurdlow (Top of) dep.	9 20		3 15	11 38					
16 1/2	Hurdlow (Bottom of)	9 30		3 25	11 50					
18 1/2	Parsley Hay	9 50		3 40	11 58					
21	Friden	10 2		3 50	12 7					
23 1/2	Minninglow Sidings	X		X						
25 1/2	Bloore's Siding	X		X						
27 1/2	Manystones Siding	X		X	23					
29 1/2	Hepton (Top of)	11 40		4 50	12 35					
30 1/2	Middleton (Top of)	12 0		5 0	12 45					
30 1/2	Middle Peak Yard	12 10		5 10	12 55					
31 1/2	Steeplehouse	12 20		5 15	1 0					
31 1/2	Sheep Pasture (Top of)	12 30		5 20	1 10					
32 1/2	Cromford	12 40		5 30	1 25					
33 1/2	High Peak Junction arr.				1 35					

Nos. 5 and 13—Conditional Trains, run only by instructions from the Superintendent, and when run the following instructions apply:—

- No. 5.—The 11.20 a.m. from Cromford to leave Staff No. 4 at Hepton, and Staffs No. 5 and No. 6 at Hurdlow (Bottom of), and Staff No. 7 in Staff Post at Harpur Hill.
- The 11.40 a.m. from Shallcross, on arriving at Hurdlow (Top of) to shunt into Siding, and stand clear of Main Line until the passage of the Special at 3.30 p.m.
- No. 13.—The 11.15 a.m., Ladmanlow to Harpur Hill, to stand clear of Ladmanlow, and show Staff No. 7 to Train No. 5 and proceed after it at a steady speed.
- The 6.30 a.m. Train from Whaley Bridge, on arriving at Hurdlow (Bottom of), to leave Staff No. 5 for No. 13 to follow.
- No. 12.—When No. 1 Weekly Working at Harpur Hill, No. 12 will leave Ladmanlow 2.36 p.m., and be later to Hurdlow.
- See Notes to these Trains in Bunsall and Hurdlow Table.
- Breaksman of No. 1 changes with Breaksman of No. 10 at Hurdlow (Top of).
- Breaksman of No. 3 changes with Breaksman of No. 12 at Hurdlow (Top of).

No.	SECTION.	FORM.	COLOUR.	LETTERING.
1	High Peak Junction to Cromford ...	Square ...	Black	No. 1—H. P. Jn. & C.
2	Top of Sheep Pasture to Bottom of Middleton	Circular ...	Red	No. 2—S. & M.
3	Top of Middleton to Top of Hopton...	Square ...	Green	No. 3—Mid. and Hop.
4	Top of Hopton to Bottom of Hurdlow	Triangular	Yellow	No. 4—Hop. and Hurd.
5	Bottom of Hurdlow to Top of Hurdlow	Square ...	Blue	No. 5—Foot of Hurd. to Top of Hurd.
6	Top of Hurdlow to Harpur Hill ...	Circular ...	Yellow and Blue	No. 6—Hurd. and H. H.
7	Harpur Hill to Grinn Branch Junc....	Triangular	Blue	No. 7—H. H. and G. B.
8	Colliery Junction to Bunsall	Square ...	White	No. 8—C. J. and B.
9	Bottom of Bunsall to Top of Shallcross	Circular ...	Black	No. 9—B. and S.

Working the Trains between Ladmanlow Station and the Buxton Line Company's Colliery Branch and Grinn Branch.

The signals between the Colliery Branch Junction and the Colliery Junction will be controlled by the signals at and between those Junctions.

The Ladmanlow Distant Signal Post in the direction of Bunsall is called the "Ladmanlow Up Distant Post."

The Signal Post at the Buxton Line Company's Colliery Branch Junction is called the "Colliery Junction Signal Post."

The Signal Post west of Ladmanlow Station is called the "Station Signal Post."

The Signal near the Level Crossing at the Grinn Branch Junction is called the "Grinn Branch Junction Signal Post."

The Ladmanlow Distant Signal Post in the direction of Harpur Hill is called the "Ladmanlow Down Distant Post."

The Upper Arm on each Post having Two Arms is the Signal for the Main Line Engines.

The Lower Arm on each Post having Two Arms is the Signal for the Buxton Line Company's Engines.

The One Arm Signal on the Grinn Branch, 288 yards from Ladmanlow Junction, and worked from the Junction Signal Box, is the Stop Signal for the protection of the Grinn Branch Loop, and is called the "Grinn Loop Signal."

SIGNALS FOR MAIN LINE ENGINES.

The Upper Arm of the Colliery Junction Signal Post must be observed by Trains approaching Ladmanlow from Bunsall as a Home Signal, and must never be passed when at "Danger."

The Upper Arm of the Station Signal Post is the Starting Signal for Main Line Engines going from Ladmanlow to Bunsall, and must never be passed when at "Danger."

The Upper Arm of the Grinn Branch Junction Signal Post is the Home Signal for the Main Line Engines approaching Ladmanlow from Cromford.

SIGNALS FOR THE BUXTON LINE CO.'S ENGINES.

The Lower Arm of the Colliery Junction Signal Post must be observed by the Buxton Line Company's Engines approaching Ladmanlow from the Colliery as a Home Signal, and must never be passed when at "Danger."

The Lower Arm of the Station Signal Post is the Starting Signal for the Buxton Line Company's Engines going from Ladmanlow to the Colliery Branch, and must never be passed when at "Danger."

The Lower Arm of the Grinn Branch Junction Signal Post is the Signal for the Buxton Line Company's Engines going in and coming out of the Grinn Branch.

Engines coming off the Grinn Branch into Ladmanlow Station must come to a stand opposite the Weighing Machine when the Upper Arm of the Station Signal Post is off.

WHISTLES.

On approaching their respective Signals a Main Line Engine must give One and the Buxton Line Company's Engine Two distinct Whistles to warn the Signaller of their approach.

Main Line Engines going from Ladmanlow to Bunsall must give Three distinct Whistles when their Train has drawn clear of the Colliery Junction.

The Buxton Line Company's Engines going into the Colliery Branch must give Two Whistles and a Crow when their Train has drawn clear of the Main Line and Trap Siding.

When the Buxton Line Company's Engine finishes work in the Grinn Loop Line, it must, when leaving the Loop in the direction of Grinn, and on passing the Loop Signal, give One Whistle and Two Crows to apprise the Signaller at the Junction of the Loop being clear. The Buxton Line Company's Engine, before passing the Loop Signal in the direction of Ladmanlow must give Three distinct Whistles.

During Foggy Weather or Snow Storms no Engine is permitted to exceed a walking pace between Ladmanlow Station Signal and the Colliery Junction.

Telephone Circuits.

Whaley Bridge Signal Cabin " Station Master's House } " Switch, Sundays only } Shallcross (Bottom of) " (Top of) Bunsall (Bottom of) " (Top of) Ladmanlow	○ ● ● ● ● ● ● ● ● ●		Longcliffe Hopton (Top of) Middleton (Top of) Steeplehouse Sheep Pasture (Top of) " (Bottom of) Cromford (Agent's Office) " (High Peak Junction)	○ ● ● ● ● ● ● ● ● ●
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Middle Peak Crossing.

The Hopton Wood Stone Company must provide a Flagman to protect the Crossing during Shunting operations. The Shunter must satisfy himself that the flagman is in proper position before commencing shunting.

Conveyance of Explosives or other Dangerous Goods.

Breaksmen must be very careful not to convey Gunpowder from the Fernilee Works.

Names of Stations and Sidings.

High Peak Junction	Longcliffe	Brigg's Siding
Cromford (Bottom of)	Bloore's Siding	Hindlow
Sheep Pasture (Top of)	Minninglow Siding	Harpur Hill
Steeplehouse	Friden	Ladmanlow
Middle Peak Yard	Parsley Hay	Bunsall (Top of)
Middleton (Top of)	Hurdlow (Bottom of)	Shallcross (Bottom of)
Hopton (Top of)	Hurdlow (Top of)	Whaley Bridge
Manystones Siding		

Particulars of Gradients.

Miles		Rising or Falling.	Gradient.	Between what Stations.		Locomotive or Stationary Engine.
				From	To	
0	1 1/4	Rising	1 in 120	High Peak Junction ...	Bottom of Sheep Pasture	Locomotive.
1 1/4	1 1/2	Rising	1 in 8 1/2	Sheep-pasture Incline	.....	Stationary.
1 1/2	2 1/4	Level	...	Steeplehouse ...	Middle Peak Yard ...	Locomotive.
2 1/4	3 1/4	Rising	1 in 8 1/2	Middleton Incline ...	.....	Stationary.
3 1/4	5 1/4	Falling	1 in 1056	Middleton ...	Hopton ...	
5 1/4	5 3/4	Rising	1 in 14	Hopton Incline ...	.....
5 3/4	7	Falling	1 in 792	Hopton ...	Longcliffe ...	
7	8 1/2	Level	...	Longcliffe ...	Minninglow ...	
8 1/2	9 1/2	Falling	1 in 792	Longcliffe ...	Minninglow and Friden	
9 1/2	10 1/2	Rising	1 in 792	Minninglow ...	Friden ...	Locomotive
10 1/2	15	Rising	1 in 757	Minninglow ...	Parsley Hay ...	
15	17 1/2	Level	...	Parsley Hay ...	Hurdlow ...	
17 1/2	19 1/2	Rising	1 in 792	Hurdlow ...	Bunsall ...	
19 1/2	20 1/2	Falling	1 in 7 1/2	Bunsall Incline ...	.....	Stationary.
20 1/2	30 1/2	Level	...	Bunsall ...	Shallcross ...	Locomotive.
30 1/2	33 1/2	Falling	1 in 10 1/2	Shallcross Incline ...	.....	Stationary.
33 1/2	33 3/4	Level	...	Shallcross Yard ...	.....	...
33 3/4	33 3/4	Falling	1 in 18 1/2	Whaley Bridge ...	.....	Windlass

CROMFORD AND HIGH PEAK RAILWAY.

The Cromford and High Peak Railway was completed in 1831 from Cromford to Whaley Bridge, a distance of 33 miles. It joined together the Cromford Canal and the Peak Forest Canal and the transport of general merchandise from Derbyshire to the Midlands and the North West was facilitated as a result of its opening. In later years the main traffic was limestone from the "Derbyshire Dome". The railway was built, by its engineer, Josiah Jessop, on the same principles as a canal. Steep inclined planes hauled wagons on ropes or chains by means of stationary steam engines and these "inclines" were the equivalent of canal locks. There were three inclines in this locality:

1. Whaley Bridge. This was 180 yards long with a gradient of 1 in $13\frac{1}{2}$ and was worked by horses until it was abandoned in 1952. Its use in the final years was to connect Goyt Mill and Bingswood Works with the railway system as a whole. The very low bridge under the Whaley Bridge - Buxton did not permit the passage of locomotives and horses were used to move wagons. This bridge has now been filled.

2. Shallcross. This was 817 yards long with a gradient of 1 in $10\frac{1}{4}$ and was worked by a stationary steam engine at the top until it was abandoned in 1892. The upper part has been incorporated into a housing estate but the lower part is still visible but very much overgrown.

3. Bunsall. In the Goyt Valley. This was built originally as two inclines with a combined length of 1,115 yards. The upper incline had a gradient of 1 in $7\frac{1}{2}$ and the lower one had the steepest gradient on the line, 1 in 7. They were abandoned in 1892 but they have come into use again as a road for motor vehicles. The new Errwood reservoir was opened in 1968 and in order to give access for contractors and their equipment the inclines were surfaced. They are now part of a public road and a commemorative plaque was presented, by the Stephenson Locomotive Society in 1972, to inform visitors that they were on a former railway line.

The abandonment of a long section of line from Ladmanlow to Whaley Bridge through the Goyt Valley as early as 1892 calls for some explanation. A new section of line from Hindlow to Buxton had been opened in connection with the Ashbourne route and it was possible to gain access to the Stockport and Buxton railway by way of Harpur Hill and Higher Buxton. This route was much quicker, as it avoided the delays experienced at the Bunsall and Shallcross Inclines. The line from the foot of Shallcross Incline to a junction with the Stockport to Buxton railway was not closed in 1892, as it was required to connect Shallcross Sidings with the railway system. This section was finally closed in 1965.

A number of interesting relics from the railway days have been preserved by local members of the Stephenson Locomotive Society. These include the base of a fixed crane at the foot of Shallcross incline, a railway warning notice at the entrance to the Cromford Court area and milepost 32 at ground level near the Chapel Road bridge. This indicates the mileage at that point from Cromford Wharf. Four warning notices have been repainted and replaced on the Whaley Bridge Incline, informing pedestrians to beware of wagons when the bells are ringing. The warning notice on Old Road has been repainted, although there is now little trace of the level crossing which it marked.

The Cromford and High Peak Railway from Dowlow to Cromford was finally abandoned in 1967, mainly due to declining stone traffic. It had never been a passenger line, although some passengers were carried until 1877 when a person was killed on one of the inclines. It is now possible to walk along most of the former railway track, as the southern section has been transformed into the High Peak Trail by Derbyshire County Council. Although the railway has now gone it certainly has not been forgotten, and it played a significant role in the development of Whaley Bridge during the last century.

Plaque. The Commemorative Plaque was carved by Mr. Roy Price of New Mills. The rail in front is an original rail from the Cromford and High Peak Railway presented by Mr. Norman Slack of Ladmanlow, Buxton. The surround to the Plaque and the rest of the feature was constructed by the Whaley Bridge Urban District Council.

DALE O GOYT

A pleasure great it is to me
Thy sounds and sights to hear and see
Dale o' Goyt

I've journeyed oft thy stream along
The wild flowers and woods among
Charmed with it's clearness and it's song
Dale o' Goyt

Dale o' Goyt fair Dale o' Goyt
So beautiful my Dale o' Goyt
How dear my memories are to me
Dale o' Goyt

I like to trace thy tributary rills
Delight to climb thy bordering hills
Dale o' Goyt

To hear the birds so sweetly sing
Midst the awakening birds of spring
O', how they make the valley ring
Dale o' Goyt

Spring's tender green and Summers glow
And Autumn's brown and Winters snow
Dale o' Goyt

The changing scenes I know so well
And of them often think and tell
My lot still be in thee to dwell
Dale o' Goyt

How often have I watched the trout
That now lie still, now dart about
Dale o' Goyt

See Erwood's rhododendrons bloom
A glorious sight in early June.
With nature's music all a tune
Dale o' Goyt

King Sycamore by Intake Farm
A picture is for size and charm

Dale o' Goyt

By Hillbridge Wood King Larch is seen
Near Oaker Clough, King Oak and Queen
Still Normanwood's old Yew shades green

Dale o' Goyt

There Taxal Church with quaint old tower
Among the trees in sacred bower

Dale o' Goyt

How treasured is the old Yew tree
Sun dial and arch top tomb you'll see
Sweet are the peeling bells to me

Dale o' Goyt

On Axe Edge high, it's moorland home
The brooklet first begins to roam

Dale o' Goyt

And winding with a river grows
When Goyt meets Tame their courses close
Thence, world famed Mersey seaward flows

Dale o' Goyt.

William Motter, Whaley Bridge 1908.

3.10. JAMES DEPLEDGE 25 Cooper.
 JANE wife 20
 MATHEW son 2
 MARY daughter 1

Taxal - 1851 Employment Born

4.16. BETTY DEPLEDGE 30
 RICHARD
 SAMUEL BROADHURST 12 Bleachery Employee.
 RICHARD BROADHURST 15
 JAMES HARRISON 35 Mineral Works
 probably a lodger

WILLIAM HAMBLETON 23 Mineral Works Labourers Ashbourne
 BETTY wife 41 Fernitee
 RICHARD DEPLEDGE son 11 Bleach Works
 MARGARET BROADHURST HAMBLETON daughter aged 2
 GEORGE BROADHURST nephew 8 Bleach works
 JAMES BROADHURST nephew 8 Bleach works born Chapel.

21.77. RICHARD DEPLEDGE 40 Gunpowder Works.
 FRANCES wife 45
 JAMES son 14 Bleach Works
 THOMAS son 9 Bleach Works
 WILLIAM son 6
 HANNAH daughter 3
 lodger? SARAH KIRKWOOD 15 Bleach Works

Hotwich
 ELIZABETH BROADHURST widow 50 Fernitee
 TERRACE JOHN BROADHURST son 20 Bleacher
 BETTY (Depledge) HAMBLETON could have been a daughter of this Eliz. Broadhurst. This is the only possible entry.

22.104. THOMAS DEPLEDGE 30.
 HANNAH wife 35
 SAMUEL son 5
 THOMAS son 4
 MATHEW Father 70 Cooper.

1861
 21.165. JAMES DEPLEDGE 46 Cooper
 Folds Fernitee
 JANE wife 41 Whaley Bridge
 JAMES son 19 (un.) Bleacher Fernitee.
 WILLIAM son 17 Bleacher Fernitee.
 JOHN son 14 Bleacher Fernitee
 SARAH daughter 4 Fernitee
 SAMUEL son 4 Fernitee
 RICHARD son 2 Fernitee

Born
 Fernitee
 Whaley Bridge
 Fernitee.
 Fernitee.
 Fernitee
 Fernitee
 Fernitee
 Fernitee

1.4. THOMAS DEPLEDGE 50 Cooper
 HANNAH 58
 Powder Mill.

Stockport
 Sheffield.

1/2 5 RICHARD DEPLEDGE 62 Cooper
 Powder Mill
 JAMES son 33
 MARY daughter in law 37 Dressmaker
 ELIZABETH grand daught 9 scholar
 JAMES grand son 5 scholar
 ELLEN grand daught. 5 scholar

Stockport
 Stockport
 Hastingdon U. Quarter.
 Taxal.
 Fernitee
 Fernitee.

SEE 1835 PIGGOTS DIRECTORY PURCHASED FROM MATLOCK LIBRARY Pages 49 So 51
(Wharfingers - Vans Carriers) for Pickford Entries

GOYTSLOUGH QUARRY

from Goyt Valley Book 'Stone first quarried for pavements in Macclesfield in 1670
Stone used for roofing - paving stone for Regent Street & House of Commons
Carried by packhorses & packmen in teams of 40. or 50.

CENSUS RETURNS DATA.

1841. MARY WHITLOW age 40 Farmer BORN
WHITEHALL 4 daughters aged 11, 7, 3, 6 mths.
1 son aged 5.
1851 JOHN PICKFORD age 56 Servant WILMSLOW
NEWPORT
WHITEHALL HARRIOT wife 38 Labourer NEWPORT
WILLIAM son 22 unmarried MACCLESFIELD.
Sutton
Tork
MARY BARBER 32 servant
NO QUARRIES IN FERNLEE area.
1861 Peter MacLachlan 45 married farmer Scotland.
Sarah wife 43 1094 acres
1871 639 acres
1881 1094 acres
Some of White Hall acreage included Combs.

1841 ? Toll
TOLL HENRY PRIDAY age 40 Collector
BAR MARY (nee Hardern) wife 35
William son 6
See 1851 Henry son 2
Slate pit 1841 HUGH CUDHAM 20 Blacksmith
SHAW publican
ON MARY 25
TIMOTHY 1
MARY 60
FRANCIS VERNON 20 Lime burner
1841 JONATHAN JODRELL 25 Lime burner
FOLDS ELIZA 20
ANN 1
NO QUARRIES OR STONE MIDDONS ON
1841 FERRIS

State
Pitts 1851 see 1841 Toll Bar Entry.
JOHN HARDERN 73 Farmer Toxteth Dibley x
MARY PRIDAY Daughter 48 widow Manchester
EVME
LITTLEHAM
SAMUEL groom 22
WILLIAM J. 16 COMBS
HENRY 12 skolas FERNLEE
HANNAN 5 "

1841
NITHERN JOSEPH COCKER 35 PUBLICAN
END
1851 JOSEPH COCKER 47 Bar
NITHERN Shoe maker Storage
END Publican
ALICE HANDFORD 50
Sister (Housekeeper)
1861 ALICE HANDFORD 60 ¹innkeeper
Farmer

PIGGOTS DIRECTORY 1835 JOHN HIGGINBOTTOM
PAINT MANUFACTURER NORWICH END
MOORE'S DIRECTORY 1864 GW HIGGINBOTTOM
BARTLES Mfg. SHARPLESS MILLS
MOORE'S DIRECTORY 1874 GEORGE WILSON HIGGINBOTTOM
BARTLES Mfg. SHARPLESS & CADSTER MILLS
SLATER'S DIRECTORY 1883 GEORGE WILSON HIGGINBOTTOM
BARTLES Mfg. (executors of) Slattery & Cadster Mills
ADAM MORTEN Whaley Bridge
born Boulton
wife born Sheffield
children born Heytes? aged 1-3 & 5.

* 1841 JOHN WAIN 30 Publican
Cat EDWARD 30 grocer
Fiddle PRISCILLA 25 servant
1851 JOHN MARRDEN WAIN 44 ^{born} Taxa
(L. keeper)
C.A.F. PRISCILLA wife 35. Can Do
1861 JONATHAN JODRELL 50 ^{born}
Labourer & laundry fender
ELIZA wife 42 Quinden
Sarah 15 Walter 11 Fanny 9 Maria 4
John 2 - with wife
1851 Jonathan Jodrell 40 Lab. Powder M.
Folds. Elizabeth wife 34 ^{born} Fender
Mary Ann 8 Sarah 4 Walter 1
1871 Walter Collier 35 ^{born} Bronze
Cupel
1881 Walter Collier 44
1861 Notts-Ed. Alice Handford
Bounded 4 quarrymen plant 1 Stone Mason
from Duffield & Halifax

from Electoral Role ?

Information from Francis Webb.

	<u>FERNILEE RESERVOIR</u>		<u>CONTRACTORS</u>	<u>EMPLOYEES</u>	
Stayed or lodged at :-	Name	Age	Job	Born	
Wheel Farm	HENRY HOUGHTON	25	Excavator	Droitwich	
9.48	WILLIAM WOOD (unmarried)	21	Railway labourer	Atoton field	
Haybottom	JOSEPH DEBBYSHIRE (um.)	41	Railway labourer	Knutsford	
	THOMAS NEVILLE KIRK (um)	49	Excavator	Lincolnshire	
	THOMAS THORNTON (um)	21	Excavator	Cambridgeshire	
	THOMAS POWWALL	36	Railway Lab.	Macclesfield	
	JOSEPH BILLINGE	40	Excavator	Flash	
	HENRY JOHNSON	33	Excavator	Uttoxeter	
	Boarding with JOSEPH TURNER	26		Taxal.	
10.26	ADAM HOWE	27	Publican/Farmer	Combs	
	SAMUEL HOWE (um)	19	brother Excavator	Combs.	
Rosy Bank	H. CAUTRELL	38	Excavator	Macclesfield	
Top Level	DAVID GORTEN	35	Railway Lab.	Manchester	
	JOHN HAMILTON	31	Stone Mason	Kilmarnock	
	JOHN ROBINSON (um)	22	Stone Mason	Hamilton (Scotland)	
	JAMES HAMILTON	25	Stone Mason	Kilmarnock	
Old Road	SAMUEL WALKER	27	Stone Mason	Runcorn	
	JOHN AUKLAND (um)	23	Stone Mason	Warrington	
	JOSEPH CAULDWELL (um)	19	Stone Cutter	Warrington	
	JAMES PEEL				
	ROBER				
	JOHN GILLOT (um)	25		Lincolnshire	
	GEORGE KERSLEY	40		Lawton Lanes	
	THOMAS DAVIES	26		Worcester	
	plus 2 unknown boarders.				

Other men came to work in the area on the railway, or were quarrymen, or stone masons, from :-
 Staffordshire, Warwickshire, Leamington, Worcester, Somerset, Cheshire, Newcastle, Gloucestershire, Calvey, Witksworth, Saddleworth, Rainow, Kent, Blackburn, Stockton Heath, Halifax, Driffield, & Rochdale.
 Boarding or lodging at, Old Road, New Horwich Road, New Road, Board Inn, Horwich Top, Otterenshaw Wood, and Nithen End.

DANE BOWER

The chimney was for a donkey engine used to haul wagons of coal from the mine. Mine last worked 1941?

Shafts on Orchard Common land, deep - 198'?

Some holes opened up in recent years, they had been boarded over then built over with stone. National Coal Board capped some off with concrete.



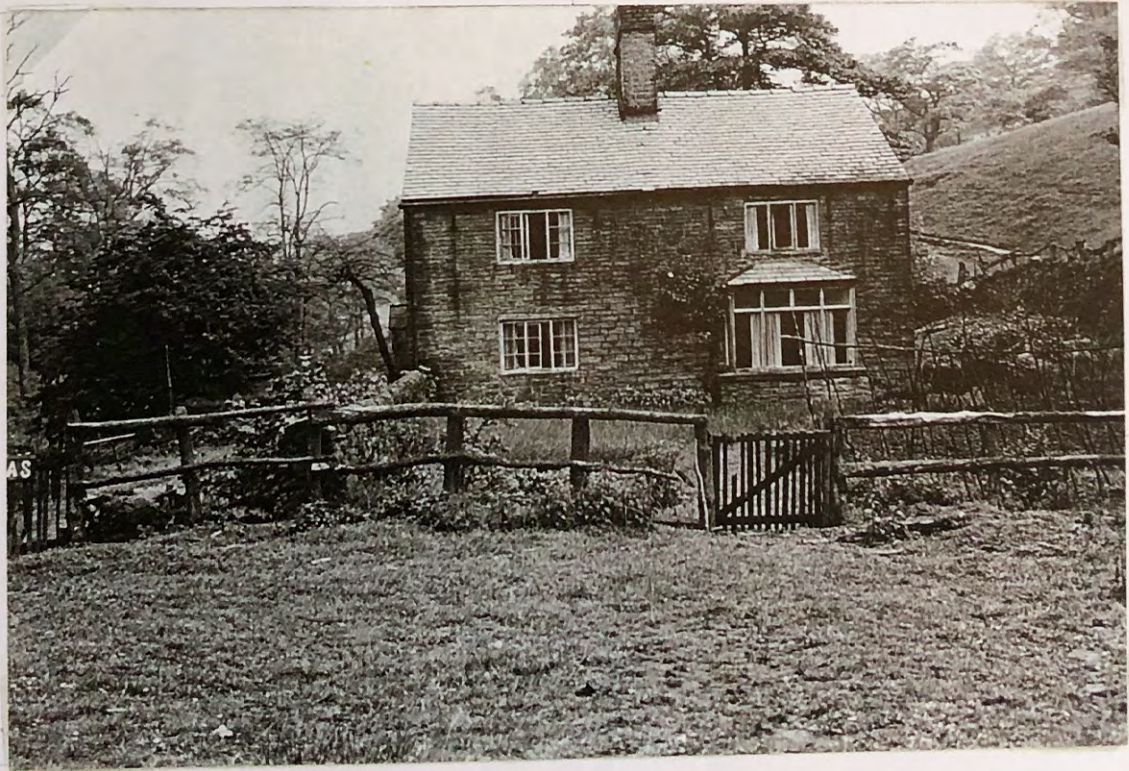
THE HOLLOW'S
?

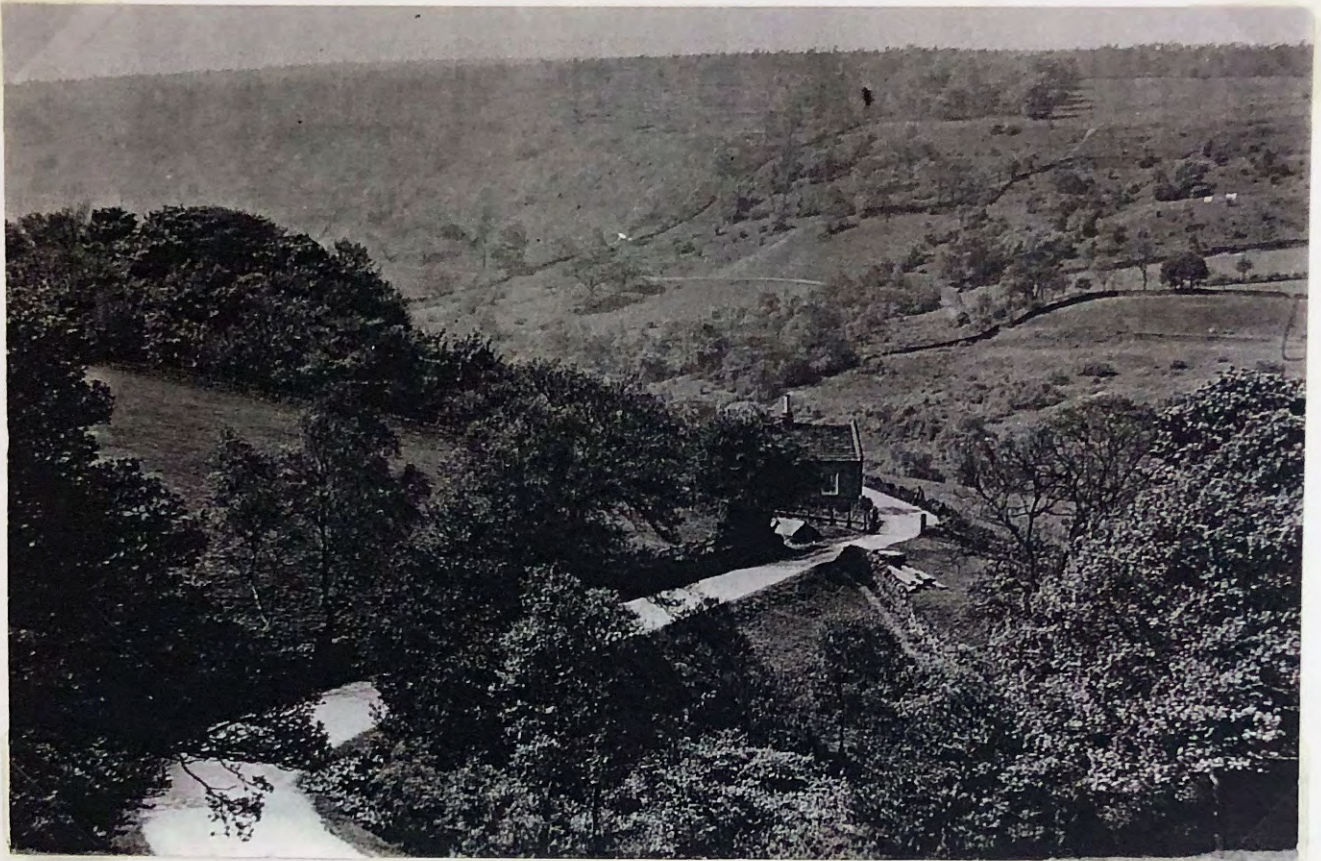


Construction of Fernilee Reservoir, early 1930's
Cottages in middle of photograph were known as (Powder Mill Cottages.)

Hollows

Medan





Railway Crossing keepers cottage? Here High Road Railway
would cross the driveway leading to gun powder works
and on to Linnwood Hall / Gun Bridge



Femlees Red construction

Crossing keepers cottage visible below end of crane job
single chimney



Looking West



Temporary
Housed clan
the Valentine



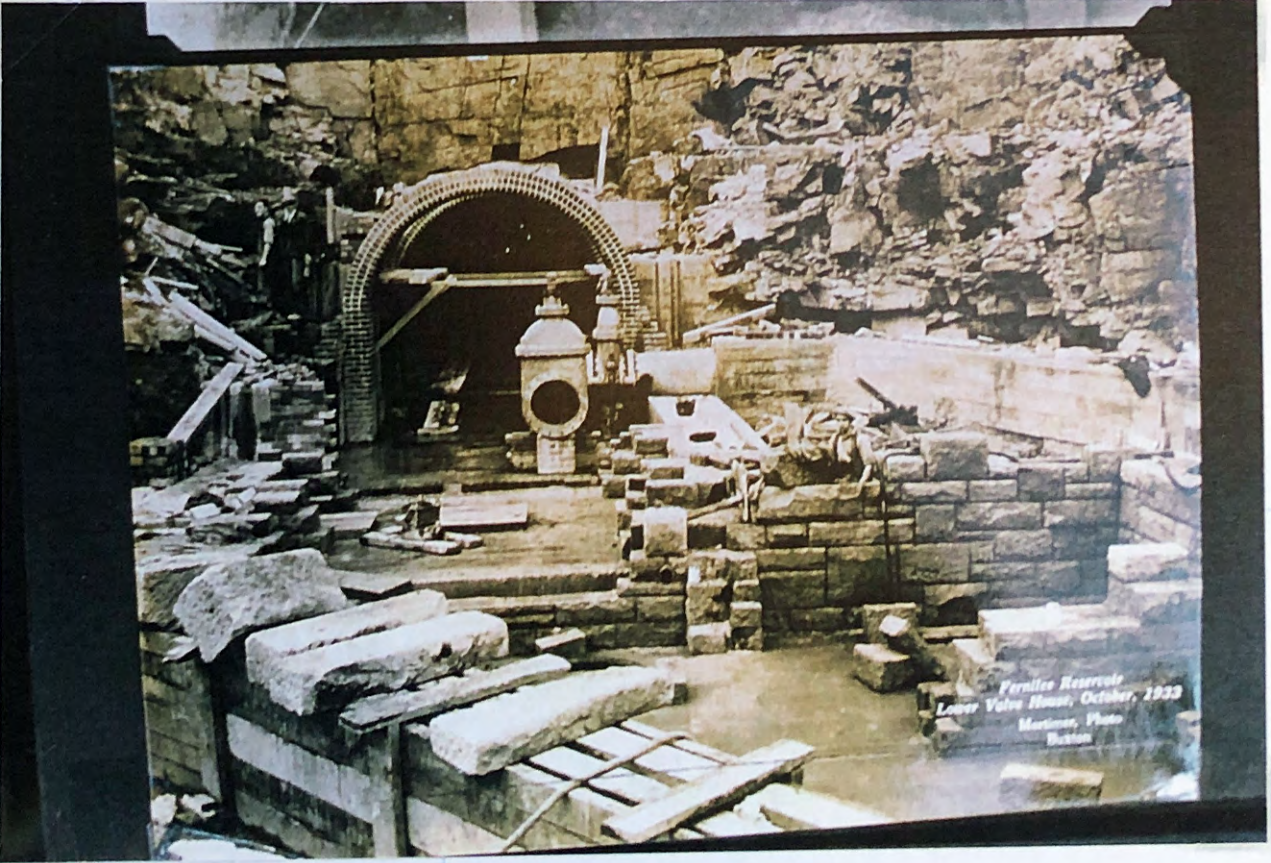
Working below the Moor quarry?





Fernles Reservoir
Tailhoj, October, 1933
Martinez, Photo
Baklan

End of tunnel at Lower Valve House.



Fernles Reservoir
Lower Valve House, October, 1933
Martinez, Photo
Baklan

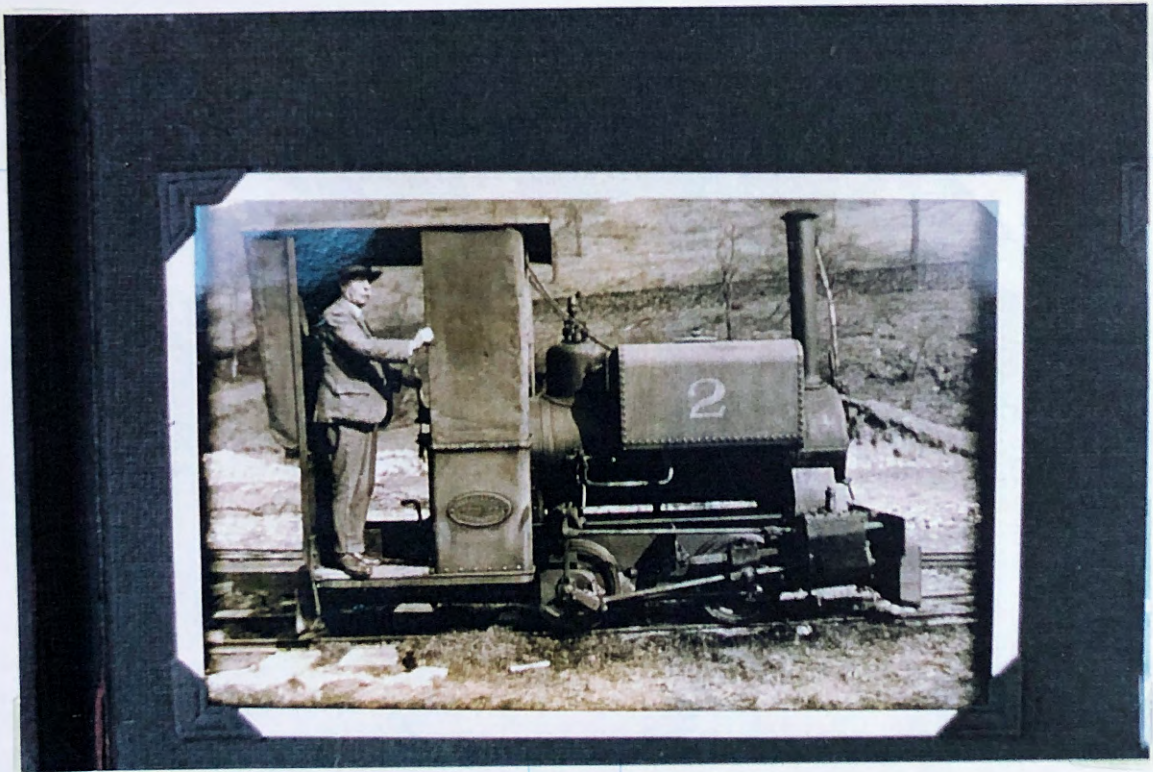


Rail tracks from Issue Tor Quarry at the edge of the Moor

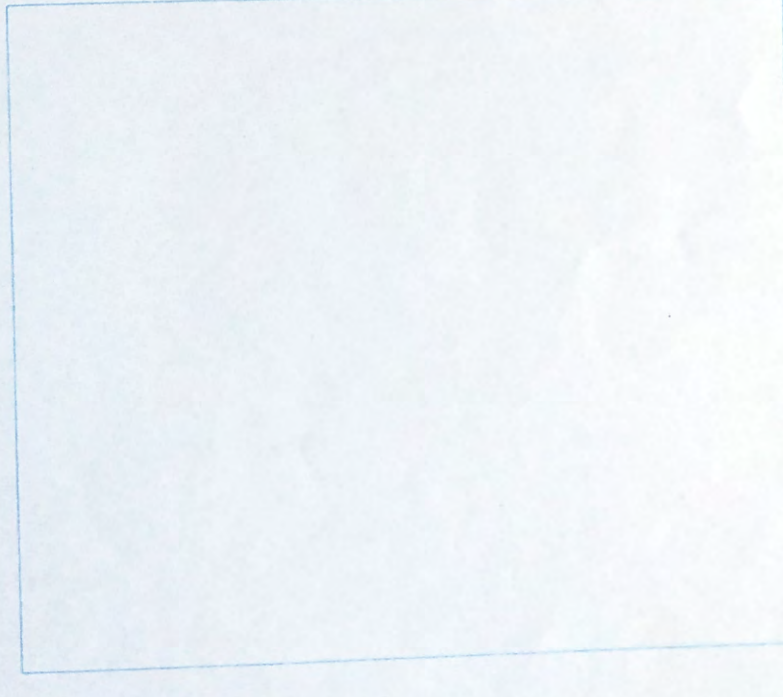
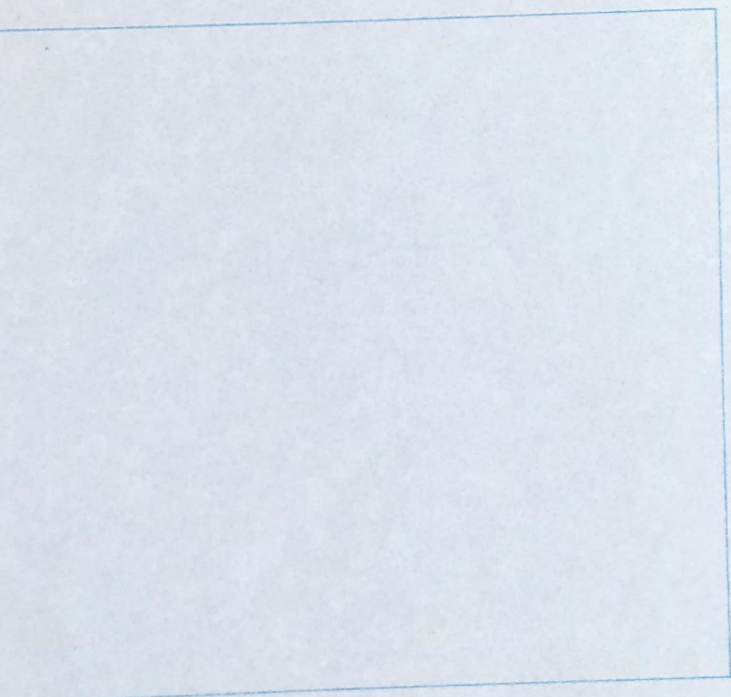
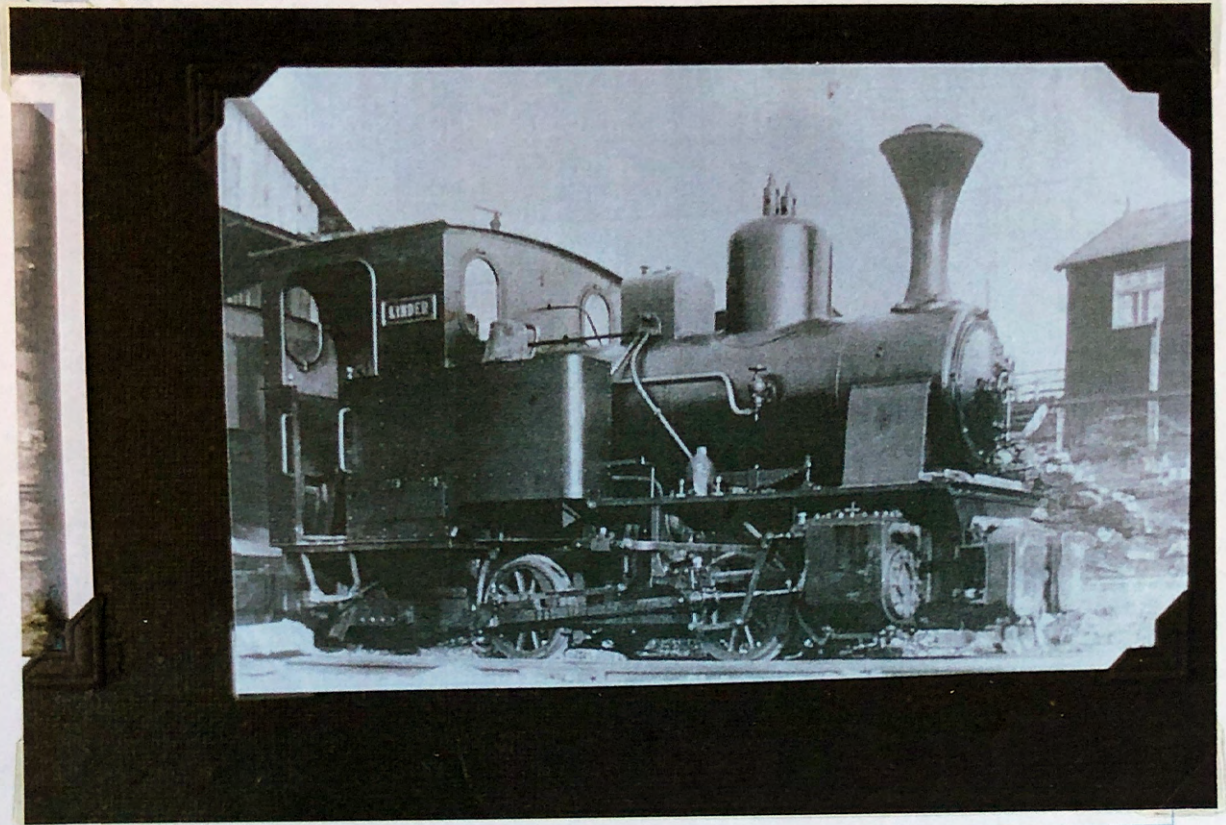


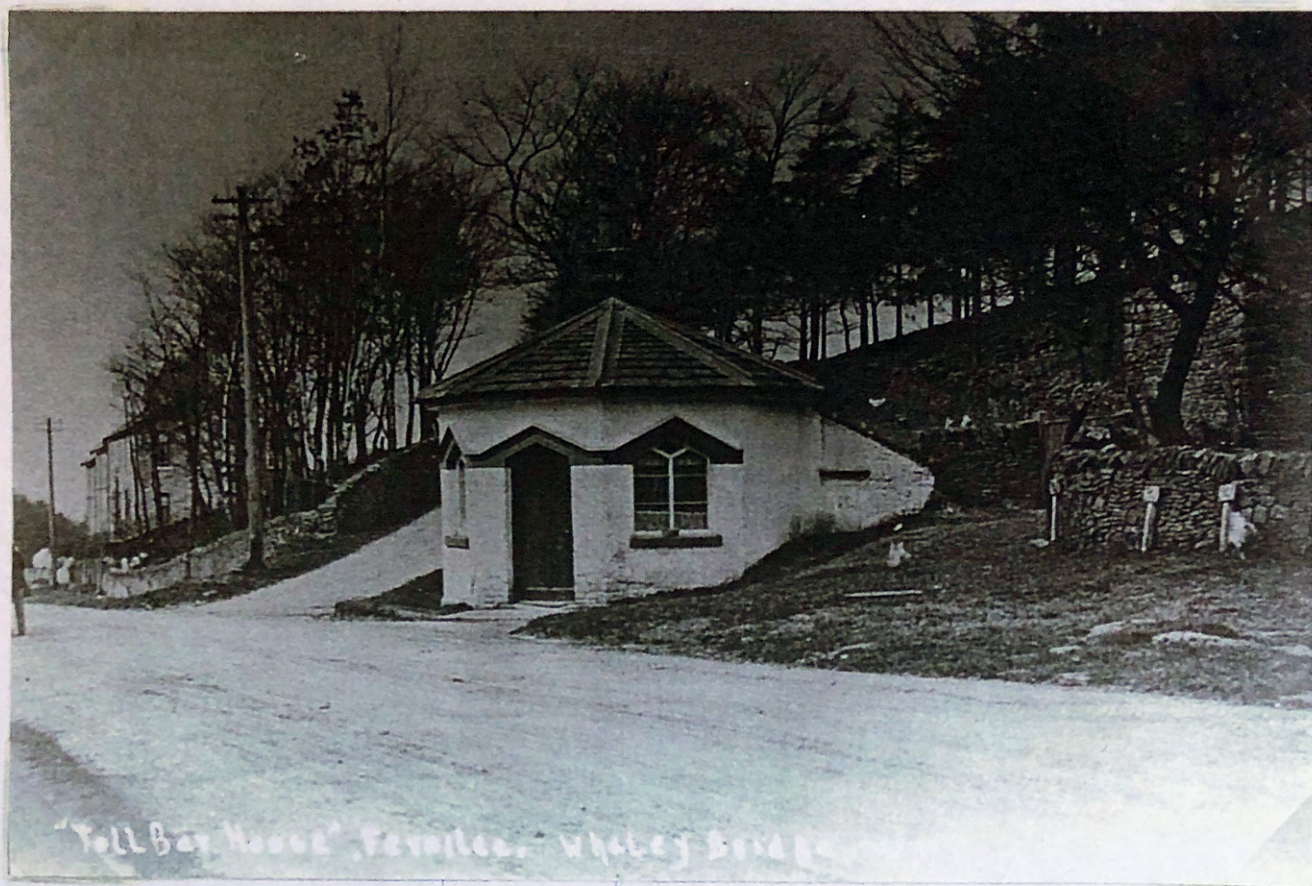
Tom Seaman?











"Toll Boy House" Fenitlen, Whaley Bridge

Emor Lane junction with Longhill