The JESSOP Consultancy

Heritage, Historic Buildings and their Settings

An Historic Environment Desk-Based Assessment & Walkover Survey

Thornhill Trail, Peak District National Park Authority, Derbyshire

Report: **TJC 120301.1**

July 2012

Cover: View looking north along former trackbed of Thornhill Trail; central section.

TABLE OF CONTENTS

The JESSOP Consultancy
Heritage, Historic Buildings and their Settings

SUMMARY OF PROJECT DETAILS

OASIS ID:	Thejesso1-128766
TJC Project Code:	TJC 120301.1
Project Type(s):	Historic Environment Desk-Based Assessment; Walkover Survey
National Grid Reference:	SK 19770 85430 (north end) to SK 19980 82870 (south end)
Site Area:	27.5 ha (linear transect)
Parish(s):	Hope Woodlands and Thornhill
Local Authority:	Peak District National Park Authority
Client:	Peak District National Park Authority
Planning Reference:	Not Applicable
Designation Status:	None
HER/SMR Record:	13804 - MDR2429
Prepared by:	Oliver Jessop MIfA; Dr Vicky Crewe; Prof Colin Divall
Reviewed by:	Karen E Walker MIfA, FSA
Date:	July 2012

1 NON-TECHNICAL SUMMARY

The JESSOP Consultancy (TJC) has undertaken an historic environment desk-based assessment and walkover survey of the surviving section of the former Bamford and Howden No.1 railway in North Derbyshire. The route is managed by the Peak District National Park Authority as a multi-user recreational trail, and this report has been prepared to provide a detailed understanding of the heritage value of the trail and the extent of surviving archaeological features associated with its former use. It is intended that this will then contribute to the preparation of a long term management plan for the trail.

The route runs along the Upper Derwent Valley, overlooking the River Derwent. The north end is marked by the dam forming Ladybower Reservoir, NGR SK 19760 85250, whilst the south end is at NGR SK 19980 82870.

The route of the former track-bed and associated infrastructure can be regarded as a linear industrial monument, which represents an aspect of the civil engineering works undertaken at the start of the 20th century to construct the Ladybower, Howden and Bamford Reservoirs, built between May 1901 and January 1903 by the contractors Walter Scott and Middleton. It was about 7½ miles in length, although following the flooding of Ladybower Reservoir in 1943, three quarters of the route was submerged.

A total of 25 Heritage Assets have been identified during this survey, which are largely associated with the civil engineering works undertaken to create a suitable trackbed for the railway, along with evidence for a network of gates that controlled movement along and across the track. These individual features have relatively low historic significance, however when considered as a group, they should be regarded as an important industrial monument that has local significance.

It is recommended that targeted maintenance of encroaching vegetation is undertaken, in conjunction with improved signage to interpret the former use and history of the railway.

2 INTRODUCTION

BACKGROUND

The JESSOP Consultancy (TJC) has undertaken an historic environment desk-based assessment and walkover survey of a former railway line, the Bamford and Howden Railway No. 1. The survey was commissioned by the Peak District National Park Authority (PDNPA), who manage the route of the former railway as a recreational trail for a variety of users including, walkers, cyclists and horse riders (**Figure 1**).

The purpose of the report is to provide a detailed understanding of the heritage value of the trail and the extent of surviving archaeological features associated with its former use as a railway.

AIMS OF THE REPORT

The intention of this report is to provide a baseline understanding of the archaeological and built heritage assets that survive along the route of the Thornhill Trail (hereafter the Site). This includes an assessment of the archaeological landscape that is traversed by the former railway, although the focus is upon any surviving features directly associated with its use as a railway. The route of the former track-bed and associated infrastructure can be regarded as a linear industrial monument, which represents an aspect of the civil engineering works undertaken at the start of the 20th century to construct the Ladybower, Howden and Bamford Reservoirs.

The report will aid the decision making process in regards to the future use, or the mid-to long term management of the trail, thus ensuring that the historic environment is considered as a unified entity (Clark 2001, 9).

The report considers the setting of the Site, and significant aspects of the surrounding historic environment that may be affected, in either a negative or positive aspect by the future use of the trail.

ARCHIVE

There is no formal project archive associated with this project, however any relevant notes and photographs will be deposited with the PDNPA for future reference. A site specific

record has been registered with the OASIS (Online AccesS to the Index of archaeological investigationS) database; project ID: Thejesso1-128766.

DISSEMINATION

Printed and bound copies of this report will be distributed to the PDNPA (the Client), Derbyshire HER and uploaded to the OASIS online database in a digital format.

ACKNOWLEDGEMENTS

This report has been researched and prepared by Oliver Jessop MA MIfA; Dr Vicky Crewe (archaeological background and historic context); Prof Colin Divall (historic development of railway); with editing undertaken by Karen E Walker MIfA, FSA.

Staff at the Peak District National Park Authority, in particular Sarah Whiteley and Abi Ball, have provided extensive access to the archives held at Aldern House, Bakewell. Historic mapping has been identified and prepared by Angie Johnson (PDNPA), with Philippa Davey (PDNPA) providing aerial photographs. Gill Stroud of the Derbyshire Historic Environment Record (HER), staff at Derbyshire Record Office and Local Studies Library in Matlock are thanked for their help with locating appropriate historic material and archive records.

Paul Wetton (PDNPA Area Ranger Fairholmes) is thanked for his advice concerning the current use of the trail.

3 SITE LOCATION AND GEOLOGY

LOCATION

The route of the Thornhill Trail is located in the north of Derbyshire, running for a distance of 2.75km (**Figure 1**). It falls within the hundred of the High-Peak, and traverses the parishes of Hope Woodlands and Thornhill.

The trail is located to the west of Bamford (Figure 1), running from National Grid Reference (NGR) SK 19774 85438 to SK 20020 82859. It forms a linear transect, which varies in width from between *c*.6 - 14m, comprising an area of approximately 27.5 hectares. The ground level falls across along the length of the route, from c.185m AOD at the north end to c.150m AOD to the south.

The route is owned and managed by the Peak District National Park Authority, although the northern end comprising the dam and infrastructure associated with Ladybower Reservoir is owned by Yorkshire Water. The southern portion of the former route is also in private ownership and not accessible to the public.

THE SETTING

The Study Area sits within the Dark Peak area of the Peak District (Barnatt and Smith 2004, 3). This region is characterized by gritstone uplands, comprising moorland and upland pastures (Barnatt and Smith 2004, 4). The majority of the Trail route itself lies within Thornhill civil parish (**Appendix 3.5**), but the northern end lies just over the border in the civil parish of Hope Woodlands. Since the Trail lies towards the eastern parish boundary of Thornhill, the Study Area (500m on each side of the Trail) includes features within the adjoining parish of Bamford, while to the south the Study Area includes part of the civil parish of Brough and Shatton. The Trail route cuts through enclosed farmland, which is characterized by small fields (both irregularly- and regularly-shaped), including a number of areas of fossilized strip fields. Towards the north of the Study Area, in Hope Woodlands, the land is more open, with larger fields and open ground (Countryside Agency 1999, 81-850.

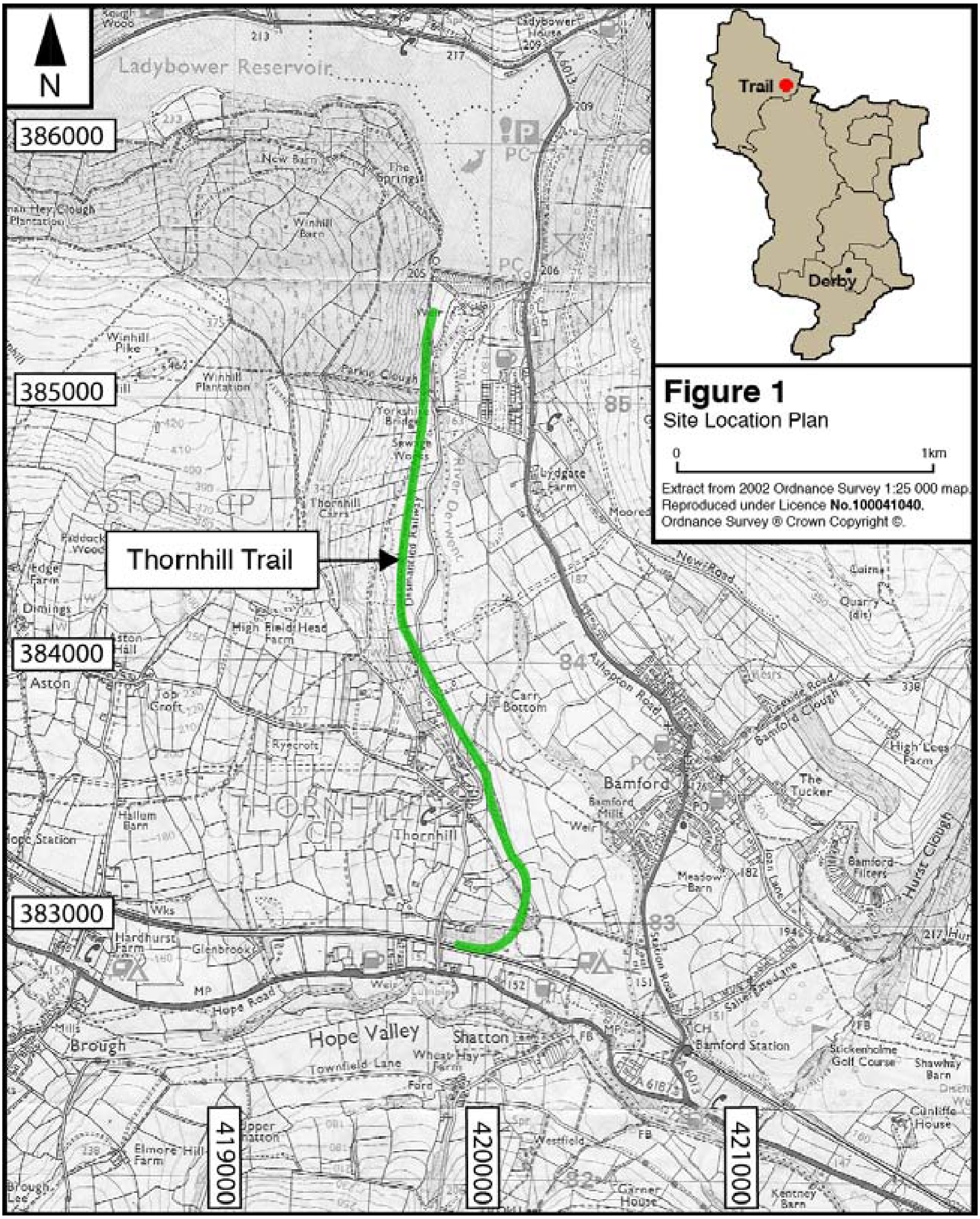


Figure 1
Site Location Plan

0 1km

Extract from 2002 Ordnance Survey 1:25 000 map. Reproduced under Licence **No.100041040.** Ordnance Survey ® Crown Copyright ©.

GEOLOGY

The underlying geology varies along the route of the former railway. The north and central sections are formed from the Millstone Grit Group, comprising Mudstone, Siltstone and Sandstone (1:50 000 solid edition geological map of Britain, Sheet 99, 1977). This sedimentary bedrock was formed approximately 316 to 327 million years ago in the Carboniferous Period (Aitkenhead, et al 2002; and BGS online website 2012). There are no recoded superficial deposits. The southern section is formed from the Mam Tor Beds, comprising Siltstone and Sandstone, formed 319-321 million years ago. Superficial deposits comprise of Clay, Silt, Sand and Gravel.

4 PLANNING LEGISLATION AND GUIDANCE

PLANNING CONTEXT

Whilst any development-led or strategic planning decisions made within the Peak District National Park are influenced by the National legislation and guidance, such as the National Planning Policy Framework (NPPF), along with Acts of Parliament, this study should be read in consultation with existing and future policy documents prepared by the PDNPA, specifically those outlined below.

PDNPA MANAGEMENT PLAN

The National Park is currently in the process of revising their management plan, which has involved an extensive consultation exercise between 15th April and 15th July 2011. The purpose of the plan is to identify and reach a consensus as to how the National Park should develop in the future. It has become clear that the existing document needs to be simplified and made clearer to understand and become more engaging to the wider community. To achieve this four simple aims are being promoted and form the basis of the consultation document, which are: a diverse working and cherished landscape; a welcoming and inspiring place; thriving and vibrant communities; and an enterprising and sustainable economy.

PDNPA CULTURAL HERITAGE STRATEGY

The Cultural Heritage Strategy for the PDNPA was published as a document 'Peak through Time', in April 2011. Its purpose is to identify objectives for the sustainable management of our cultural heritage within the National Park and includes all the evidence for past human activity and the associations that can be seen, understood and felt. The strategy establishes that the National Park Authority has a key role in the development and delivery of a cultural heritage strategy, as well as monitoring and reviewing its progress. Delivery will be through seven action plans that include: strategy, understanding, conservation, collaboration, education, resources, and training.

PDNPA RECREATIONAL STRATEGY

The PDNPA Recreational Strategy focuses upon a greater use and awareness of the outdoors for recreation. It identifies the current and future outdoor recreation needs of

residents and visitors. It examines what facilities are needed to encourage more people to try outdoor activities and outlines ways of making residents and visitors aware of the activities on offer and the health benefits they can bring.

The PDNPA will be working with partners including water companies, district, city and county councils, the Peak District Local Access Forum and charities including the Ramblers and British Mountaineering Council, to deliver the strategy. The strategy also aims to develop better public transport links to reduce the number of people travelling by car to take part in outdoor recreation activities.

PDNPA Planning Policy

Planning policy within The Peak District National Park, is defined by the Local Development Framework Core Strategy that was adopted in October 2011. This Core Strategy is the principal document of the Local Development Framework (LDF), and provides the spatial planning expression of the National Park Management Plan (NPMP) 2006-2011 and its successors.

The focus of this Core Strategy is the need to conserve and enhance landscapes, settlements and other valued characteristics in line with National Park purposes and to promoted increased enjoyment and understanding of the National Park by everybody including its residents and surrounding urban communities

Two policies that are directly applicable to this study, T6 and L3, and listed below:

T6: Routes for Walking, cycling and horse riding, and waterways

- The Manifold, Tissington and High Peak Trails, and other long distance routes, will be protected from development that conflicts with their purpose. The continuity of the Trans Pennine Trail and the Monsal Trail will be retained, irrespective of any future rail use, by realignment if required.

L3: Cultural heritage assets of archaeological, architectural, artistic or historic significance

- Development must conserve and where appropriate enhance or reveal the significance of archaeological, architectural, artistic or historic assets and their settings, including statutory designations and other heritage assets of international, national, regional or local importance or special interest.

5 METHODOLOGY

METHODOLOGY

This historic environment desk-based assessment and walkover survey has been prepared in accordance with standards and guidance issued by the Institute for Archaeologists (IfA 2011). It has been prepared following consultation with the Peak District National Parks Authority and Derbyshire Sites and Monuments Record (SMR).

The specification for the work is included as **Appendix 4.1**. It should be noted that this specification includes details for a second trail, 'The Tissington Trail', and an overview of two further routes within the Peak District National Park - 'The Monsal Trail', and 'The Cromford and High Peak Railway'. This document examines the Thornhill Trail only.

The assessment has comprised:

- Consultation with the Client and key stakeholders;
- A review of relevant archive and documentary material;
- A Site visit in the form of a walkover survey;
- A consideration of the setting of the Site and identification of heritage assets;
- The preparation of this report.

REVIEW OF DOCUMENTARY AND ARCHIVE MATERIAL

The following archaeological databases and archive repositories were consulted:

- Archaeological Data Service (ADS) - York
- National Tramway Museum - Crich
- Derbyshire HER/SMR
- Derbyshire Historic Environment Record – Darley Dale
- Derbyshire Listed Building Lists
- Derbyshire Local Studies Library - Matlock
- Derbyshire Museums Service – Various museums
- Derbyshire Record Office – Matlock
- National Monuments Record (NMR) – Swindon
- National Railway Museum - York
- Peak District National Park Authority SMR – Bakewell
- The National Heritage List for England

The following sources were consulted:

- Historic Landscape Character information held by the PDNPA Cultural heritage team.
- The PDNPA Sites and Monuments Record (SMR).
- THE Derbyshire Sites and Monuments Record (SMR).
- Survey reports held by the PDNPA Cultural heritage team.
- Plans and maps of the site and its environs, including medieval and early modern pictorial and surveyed maps and including pre- and post-war Ordnance Surveys.
- Steve Farren, Senior Trails Ranger, PDNPA
- Aerial photographs.
- Historical documents and photographs held in relevant museums, libraries and archives, including: Trade and Business Directories (as appropriate); archaeological and historical journals and books; and place-name evidence.
- Listed Building records (where appropriate).
- Geological/soil surveys (as appropriate).
- Engineers test-pitting data (not applicable)
- Records of previous mineral extraction (not applicable).

FIELDWORK

A site inspection was undertaken in the form of a walkover survey on the 18th March and 6th June 2012 and extant visible remains were recorded as a series of individual heritage assets (see gazetteer entries in **Appendix 5**). The visit also examined the immediate setting of the Site and aspects of surrounding landscape that are visually associated with the trail.

Whilst every effort was made to identify and locate features of archaeological and historic interest that are associated with the former railway, future survey may locate additional elements of surrounding infrastructure as vegetation and scrub is cleared or maintained.

The site visit was undertaken in accordance with current Health and Safety Legislation (HSE 1992). The JESSOP Consultancy holds appropriate professional and public liability cover for undertaking archaeological fieldwork (IfA 2011, sections 3.3.9-3.3.11).

Measure of Significance

Where applicable, significance within this report is measured as follows:

- Sites of Very High Value – usually World Heritage Sites, or sites of acknowledged International Importance
- Sites of High Value or National Importance – usually Scheduled Ancient Monuments
- Sites of Medium Value – regarded as Regional or County Importance
- Sites of Low Value, regarded as district, or Local Importance
- Sites of Negligible Value – little or no surviving archaeological interest
- Sites of Unknown Value

Archaeological Time Periods

Within this report the following archaeological time periods are used to describe sometimes broad, and unequal, phases of past human activity.

- Prehistoric – Paleolithic, Mesolithic, Neolithic (Pre 30,000BC – 2000BC)
- Prehistoric – Bronze Age and Iron Age (2000BC – AD43)
- Roman (AD43 – AD450)
- Saxon/Medieval (AD450 – AD1540)
- Post Medieval and Modern (AD1540 to present)

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

INTRODUCTION

This section of the report examines the type, nature and date of archaeological finds, interventions and heritage assets within a 500m buffer on either side of the trail - the 'Study Area'. A total of 16 entries, including 4 Listed Buildings are included in the Derbyshire Historic Environment Record (HER) (**Appendices 1.1-1.2**).

PREVIOUS ARCHAEOLOGICAL WORK

At the time of writing, little archaeological work has been undertaken along the route of the former railway. However, the area around the northern limit of the route, in the parish of Hope Woodlands, was subject to two Peak Park Archaeological Service surveys in 1996 (Bevan 1996a; 1996b). These consisted of earthwork surveys, as well as reviews of existing records and literature, and they were primarily focused on land to the north-west (Bevan 1996a), and north (Bevan 1996b) of the Study Area. The former included part of the former railway just within its boundaries, and noted its existence as a terrace, as well as detailing modern forestry trackways to the west and numerous small stone quarries in proximity of the route (Bevan 1996a, 7, 12, 21-2).

The area was also covered by Hart's (1981; 2nd edition 1990) archaeological survey of North Derbyshire, which reviewed previous excavations and earthwork surveys, as well as documentary evidence, from the prehistoric era through to AD 1500.

DESIGNATED STATUS

The research undertaken in respect of the Site can confirm the following:

- The Site **does not** contain any Scheduled Ancient Monuments.
- The Site **does not** contain any Listed Buildings.
- The Site **does not** fall within a Registered Park and Garden.
- The Site **does not** fall within a Registered Battlefield.
- The Site **does not** fall within a Conservation Area.
- The Site **does** form part of the Bamford and Howden Railway, included in the Derbyshire Historic Environment Record (HER) as record **13804 – MDR2429**.

ARCHAEOLOGICAL AND HISTORIC BACKGROUND

PREHISTORIC – PALEOLITHIC, MESOLITHIC, NEOLITHIC (PRE 30,000BC – 2000BC)

Our understanding of past activity within this period is limited, primarily represented as isolated finds (Hart 1990, 24-5, 33, 46), and there are no known archaeological sites of this date within the Study Area.

PREHISTORIC – BRONZE AGE AND IRON AGE (2000BC – AD43)

The eastern gritstone landscape of the Peak District, comprising the Dark Peak, contains evidence for prehistoric farming in the form of small clearance cairns, stretches of stony or earthen banks, and terraced platforms of circular houses (Barnatt and Smith 2004, 16-8). However, it is likely that much evidence has been destroyed in areas that have witnessed later agricultural activity. Unlike in the White Peak, there are no barrows (Barnatt and Smith 2004, 29). Burials without barrows have been found at locations such as Charlesworth, Mam Tor and Chapel-en-le-Frith, and there are possible settlements of this date in the far north of the Dark Peak (Hart 1990, 68).

Within the Study Area there is a single feature of possible Bronze-Age date (see Figure in **Appendix 1.2**), namely a cairn at Parkin Clough in Hope Woodlands on Win Hill (HER 8269 - MDR6612). Interpretation of this feature as a prehistoric burial cairn has, to date, not been confirmed through archaeological investigation.

There are no known Iron-Age sites in the Study Area, although Mam Tor hillfort, with evidence of Bronze-Age and Iron-Age occupation, dominates the landscape some 4 miles west of the Trail (Barnatt and Smith 2004, 43).

ROMAN (AD43 – AD450)

It is likely that the Roman army initially entered the Peak District during the late 70s AD, around the time of Agricola's push north into Brigantian territory (Barnatt and Smith 2004, 46). The Roman fort of Navio at Brough-on-Noe lies around 1.5 miles south-west of the Trail and may have been built to support this expansion. This fort was occupied from the first century AD to the mid-fourth century AD, having been remodeled and rebuilt at various times during that period, and was accompanied by a *vicus*, or civilian settlement (Barnatt and Smith 2004, 48; Hart 1990, 87). However, within the Study Area the only known

evidence for Roman activity is a single find of a Roman coin at Slack Lane in Thornhill, discovered in the 1870s (HER 13801 – MDR2321).

SAXON/EARLY MEDIEVAL (AD450 – AD1540)

Evidence for Anglo-Saxon activity in the region around the Trail is sparse and there are no sites of this date within the Study Area.

In the medieval period the High Peak area offered mainly grazing land for medieval farmers, although deep valleys provided good arable and pasture land (Barnatt and Smith 2004, 68; Hart 1990, 127). Scattered farms and hamlets, rather than villages, dominated. These, along with local industries such as stone quarrying and lead production, allowed farms and villages to develop in this area, practicing a mixed economy. Within the landscape around the Trail are the remains of several small medieval settlements at Hathersage, including Upper Padley (which has a ruined manor house alongside the remains of the village), Lawrence Field and Sheffield Plantation (Barnatt and Smith 2004, 76, 92; Hart 1990, 129, 132). However, within the Study Area there are no sites of this period.

POST MEDIEVAL AND MODERN (AD1540 TO PRESENT)

During the post-medieval period this area of the Dark Peak was particularly heavily quarried for the production of millstones, Bole Hill Quarry near Hathersage being a notable example (Barnatt and Smith 2004, 124-5). Features of this era are well represented in the region around the Trail, although they are largely domestic and agricultural in nature and there is little direct evidence for industrial activity in the Study Area.

In the proximity of the study area there are a groups of Listed Buildings in the settlement of Thornhill, which include: Chapel Farmhouse on Slack Lane which dates from the 17th to 19th centuries (HER 13806 – MDR2431; EH Listing 1096588); a former toll house on Thornhill End Lane (HER 13808 - MDR7412); a 17th century oak cruck barn north of Ryecroft Cottage Farm on Townmead Lane (EH Listing 1334523); and an 18th-century farmhouse on Hope Road (EH Listing 1096587). In addition, there are two surviving 19th-century Methodist chapels on Slack Hill. The first is a former Weslyan Methodist chapel and burial ground (HER 13811 - MDR12326). The second is a Primitive Methodist chapel also on Slack Hill, which continues to be labeled as a church on modern mapping (HER 13812 - MDR12327).

Within the wider area, particularly along the east side of the valley, there are extensive post-medieval building remains in the Study Area in the form of a Mill Complex in Bamford (HER 1018 - MDR6863). Originally built as a corn mill, it was later used as a cotton mill from 1872, and has now been converted to residential use. The building seems to have been constructed in the 18th century; records in Sheffield Archives refer to a fulling mill in 1721 and 1744, but the structure burnt down in 1791 and was subsequently rebuilt. It was a three-storeyed structure, with associated buildings including a stream house, a drying house, a smithy, a dwelling house, agricultural buildings and two cottages.

In regards to the historic infrastructure, there are two 18th-century turnpike roads within the Study Area. The first is Sparrowpit Gate Road, a turnpike road from Sheffield to Chapel-en-le-Frith, which was sanctioned in 1758 (HER 99017 - MDR10618); while the second is Mortimer Road, a turnpike road from Grindleford to Penistone, which was sanctioned in 1771 (HER 99018 - MDR10621). There are two post-medieval bridges at Shatton across the River Noe, which probably pre-date 1800 (HER 2629 - MDR7086) and Yorkshire Bridge in Bamford is a stone road bridge, which replaced an earlier wooden bridge in 1693, although the extant structure appears to be an early 19th-century rebuild (HER 1051 - MDR7402; Bevan 1996b, 13). On Ashopton Road in Bamford is a structure alleged to be the former lock-up, and later used as a store house (HER 1041 - MDR6654).

Most recently, the construction of the Derwent, Howden and Ladybower Reservoirs in the area of the Upper Derwent Valley during the early to mid 20th-century also had a significant impact on the landscape of the area, destroying villages and flooding farmland (Barnatt and Smith 2004, 131). However, apart from the construction of the Bamford and Howden Railway, the building of the reservoirs did not impact on the Study Area.

Map Regression and Analysis of Historic Photographs

The earliest depiction of the area through which the railway was built appears on Burdett's map of 1791 (**Appendix 3.1**), which whilst it is not a detailed depiction of the area, does illustrate Thornhill village with roads leading away from the settlement to the west and east. The River Derwent runs roughly north to south to the east of the parish, with a north-south aligned road roughly parallel (modern Carr Lane). Yorkshire Bridge is also depicted crossing the river towards the northern end of the parish. The River 'Now' (now known as 'Noe') branches off from the Derwent at the southern limit of the parish, and can be seen running

north-west through the area, with Sparrowpit Gate Road (the turnpike road from Sheffield to Chapel-en-le-Frith) running roughly parallel to this.

The tithe map produced in 1848 (**Appendix 3.2**) is, however, the earliest map that provides any level of detail. Here the field pattern, along with individual structures can be understood, and the settlement of Thornhill is clearly portrayed, being laid out around a central square with approach roads on each side. A small number of outlying farms can also be seen to the north of the village, however the land around the settlement is primarily divided into fields, including a large number of strip fields to the north-west, west and south of the village. Further north in the parish, the fields are larger and more open and there is a large swathe of wooded land in the western area. The River Derwent follows a meandering course from roughly north to south, forming Thornhill's eastern boundary with neighbouring Bamford. Yorkshire Bridge is illustrated, as is the Grindleford to Chapel-en-le-Frith turnpike road and Carr Lane.

The 1st edition OS map published in 1880 (**Appendix 3.3**) depicts a landscape with a very similar layout to that of the 1848 tithe map. The village of Thornhill is roughly the same size, while the same roads lead off it to the west, south and north-east. The field systems around the village are largely the same, with strip fields to the north-west, west and south of the village and larger, open fields to the north. There have been some minor changes to the surrounding field pattern, including the division of large fields into several smaller ones, and the opening up of several smaller fields.

The area appears on a plan from 1911 (**Appendix 3.4**), produced in advance of a sale of land belonging to the Hassop Estate. At this time the layout of the area was largely unchanged from 1880, with the exception that a strip of land owned by the Derwent Valley Water Board clearly intended for the railway, is illustrated running roughly north to south through the area. The field patterns in the region are similar to those of 1880, although it is worth noting that the railway cuts through pre-existing fields, which appear to have resulted in their further sub-division into two or more smaller units.

The first depiction of the railway by the Ordnance Survey is on the 2nd revision map published in 1921, although interestingly it is labeled as 'Old Railway'. The full extent of the railway right up to the north to near Ashopton can be seen. Subsequent editions continue to illustrate the route, although by the 1950s it has clearly been abandoned.

THE CREATION OF A RAILWAY

The route of the Bamford and Howden Railway No. 1, part of which forms the Trail, is recorded in Derbyshire HER as record 13804 – MDR2429. This temporary line was laid to carry stone for the building of the dams in the Upper Derwent Valley in the early 20th century. It was owned and built by the Derwent Valley Water Board.

In the Dark Peak the exploitation of valleys for water supplies had to wait until mainline railways came near enough to provide access for construction equipment and materials. For the Upper Derwent Valley north of Bamford this was not until the Dore and Chinley line of the Midland Railway was opened on 1st June 1894. The Derwent Valley Water Board was incorporated by statute in 1899, with its headquarters at Bamford and membership representing the Corporations of Derby, Leicester, Nottingham and Sheffield, as well as Derbyshire County Council. The act authorized the construction of reservoirs in the Derwent and Ashop valleys above their confluence at Ashopton (about 2 ½ miles north-west of Bamford), plus various railways and tramroads, several of which were ultimately not built because of the abandonment or modification of the reservoir plans. The 'main line' of the network was Railway No. 1 – part of which forms the Thornhill Trail – and its continuation as Tramroad No. 1. This line, known as Bamford and Howden Railway, was built between May 1901 and January 1903 by the contractors Walter Scott and Middleton. It was about 7 ½ miles in length, excluding later minor extensions and cost £46,931, (Bowtell 1977, 68-70).

In the initial stages of construction the contractors used a 3-foot gauge track and employed a small steam locomotive, 'Lancashire Witch', which might explain why the line was standard gauge, laid to a high standard and making a connection with the Dore and Chinley line at Waterworks Sidings just east of the bridge carrying Thornhill Lane over the mainline. The major engineering structure was Ashopton viaduct, which was one of three and brought into use on 28th July 1902, but later dismantled: the site is now submerged in the Ladybower reservoir. The steepest gradient is believed to have been 1 in 40, severe for a railway carrying heavy freight but by no means the toughest in the Peak District (this was on the Cromford and High Peak Railway (hereafter C&HPR)) (Bowtell 1977, 70-2).

By September 1903 the railway was sufficiently complete for materials for the Derwent dam to be delivered from Bamford. The steam-hauled trains started to carry workers and coal to the sites of the two dams (the other one being at Howden) and serviced the nearby temporary village of Birchinlee, built to house some of the construction workers and their

families. The level of traffic on what was mostly a single track required a sophisticated signaling system involving four signal boxes, supplied under contract by the Midland Railway (Bowtell 1977, 70-3).

The large stone blocks used to build the dams were the major traffic, brought in mostly from the Water Board's main quarry at Bole Hill, 6.5 miles to the southeast above Grindleford, at least twice a day but sometimes up to five times, via the mainline connection at Bamford. Something like one and a quarter million tons of stone were handled over the quarry's seven-year life. Large quantities of bagged cement were also hauled. Some trains were worked to the exchange sidings by the Midland Railway's locomotives and then up the valley by the Water Board's engines, bought new in 1902. While the larger stone blocks were handled separately on flat wagons and lifted individually by crane, smaller stone was carried in containers of 3 tons' capacity. A clever design meant that once lifted clear of the wagon by crane these containers could be discharged simply by releasing a catch. Coal for steam engines and cranes was brought in by the wagons owned by the supplying collieries, while a fleet of at least 40 side- and end-tipping wagons carried soil from each dam to nearby tips (Bowtell 1977, 74, 81-2).

Regular passenger trains, using second-hand stock, ran at 5.15am from Bamford sidings to the working sites, carrying men staying in Castleton, Hope or Bamford in time to start at 6am. A second trip ran at 9am for engineers and other staff. The return service left Howden at the end of the working day at 5.30pm. A Saturday afternoon trip from Birchinlee to Bamford, with a return in the evening, used another second-hand carriage and allowed for shopping and social visits. A distinctly superior second-hand carriage, a first-class saloon with a lavatory from the Lancashire and Yorkshire Railway, served for the chief engineer, Mr Sandleman, as well as members of the Water Board and their advisers (Bowtell 1977, 74-5).

Given the scale of the construction of the dams, visits by technical and professional associations as well as by parties of a more social nature were quite common. In July 1906, for example, the Yorkshire and North of England Land Agents' and Surveyors' Association made what seems to have been the first such trip, using the railway to access the work sites. The first important public occasion using the railway was on 21st June 1907, when special trains from the cities to be served by the reservoir ran to Bamford in connection with the laying of the record stones at the sites of both dams; passengers transferred to the

Board's train to reach these. In September 1910 a higher level of operating sophistication was reached: a special train conveying a large party from the British Association's meeting in Sheffield ran from the Midland station in the city all the way through to Howden. With the formal opening of the Howden water works in Sept 1905, special trains were run to Bamford from Derby, Leicester and Nottingham, while a fourth special, from Sheffield, ran all the way through having picked up passengers from the other trains at Bamford (Bowtell 1977, 75-9). It is likely to have been very crowded, although the newspapers merely noted that 'the guests were taken into the moorland solitudes … over the company's private line' (quoted in Bowtell 1977, 79).

When the stone traffic from Bole Hill finished in October 1910 the railway's main purpose disappeared and in June 1911 it was agreed to lift all the track and dismantle the viaducts while maintaining the formation between Bamford and Ashopton, including the bridge over Thornhill Lane and two overbridges, in case of further dam construction. A proposal to convert about 1100 yards of the trackbed northwards from the Derwent dam into a road was also eventually acted upon. In fact, however, dismantling did not start until the autumn of 1914 and was completed by April 1918, although most of the line had probably gone earlier. Certainly the track from Howden as far south of the viaduct at Ouzelden was lifted by the end of 1914 and the timber from the three viaducts was sold early in 1915. Further work converted the trackbed between Howden dam and Birchinlee into a road (Bowtell 1977, 79-81).

That was not the end of the story, however, as part of the original route was revived in the mid-1930s in connection with the construction of the Ladybower dam, authorized by an act of 1920. This was probably the last occasion in Britain that railway locomotives were used in any numbers on a major civil engineering project. The dam was of conventional earth construction with a clay core and so did not require the transport of stone blocks. It did, however, use very large amounts of cement and concrete; the crushed stone for this was sourced nearby and was carried by lorry. Nevertheless, the original proposal of 1934 envisaged relaying a standard-gauge railway as far as Yorkshire Bridge, with a new bridge over Thornhill Lane. Workmen's trains were planned, and an interchange platform was built by the LMS (as successor to the Midland) when it reconstructed the exchange sidings at Bamford in 1935. However, in the event it proved cheaper to bring workers to the site from Sheffield by bus, and no passenger trains ran over the revived line although several second-hand coaches were bought in anticipation (Bowtell 1977, 96-8, 100).

Nevetheless, over 100,000 tons of puddling clay were moved by train by the contractor, Richard Ballie. This was taken from a site just west of the bridge carrying Thornhill Lane over the mainline. In addition some 100,000 tons of cement passed over the connection from the LMS, the combined traffic providing work for two second-hand steam locomotives. At the dam there was also an extensive network of 3-foot gauge tracks, but the steam-worked trains were mostly used for moving muck from the bed of the lake to the embankment: there was little transshipment from the standard to the narrow-gauge lines.

By 1940 the bulk of construction was over and the railways saw little further use, although traffic did not cease entirely for some time. The new reservoir started to fill from March 1943 and eventually submerged about two miles of the original Bamford and Howden Railway. By the time the reservoir works was officially opened on 25th September 1945, the standard-gauge locomotives were standing disused at the exchange sidings, and by the end of 1946 the branch was largely dismantled. Some of the narrow-gauge locomotives survived in an isolated spot near the new dam until they were scrapped around 1949-50 (Bowtell 1977, 98-101).

7 THE ARCHAEOLOGICAL SURVEY

The route comprising the Thornhill Trail that is managed by the PDNPA was surveyed in the form of a walk-over survey to record surviving aspects of the former railway constructed c.1901-03. The survey was undertaken in accordance with a recording specification issued by the PDNPA (**Appendix 4**).

Features were plotted on Modern OS base mapping and logged on a hand-held GPS unit. A GARMIN GPSmap 62s system was used, which can accurately located features, even below a tree canopy, to within a +/-2-3m accuracy. This was deemed to be an acceptable tolerance as the purpose of the geo-positioning was to enable the features to be relocated in the future, assuming they were hidden by encroaching vegetation.

The identified features are listed as a gazetteer (**Figure 2** and **Appendix 5**).

CURRENT CONDITION OF RAILWAY

The remains of the former railway are still readily identifiable as a significant landscape feature. The curving sections of the route are clearly identifiable on modern mapping and as a linear feature that traverses the landscape. This is represented as a hard stony surface as raised embankments and quarried cuttings, that all delineate the former trackbed.

The route is used by a variety of users, including hikers, dog walkers, mountain bikers, and horse riders. Access is facilitated by open pedestrian entrances, styles, and wooden bar gates that control vehicular access and livestock.

Interpretative signage is in the form of named boards along the route and there is an interpretive display board at the mid-point near a public carpark. Seating is provided in the form of benches at various locations along the route, positioned to provide vistas out into the surrounding landscape of the National Park.

SURVIVING HERITAGE ASSETS

A total of 25 heritage assets were identified during the walkover survey (see **Figure 2** and **Appendix 5**). They are described in the following section using the prefix '**F**' to represent a feature number; for example **F4**.

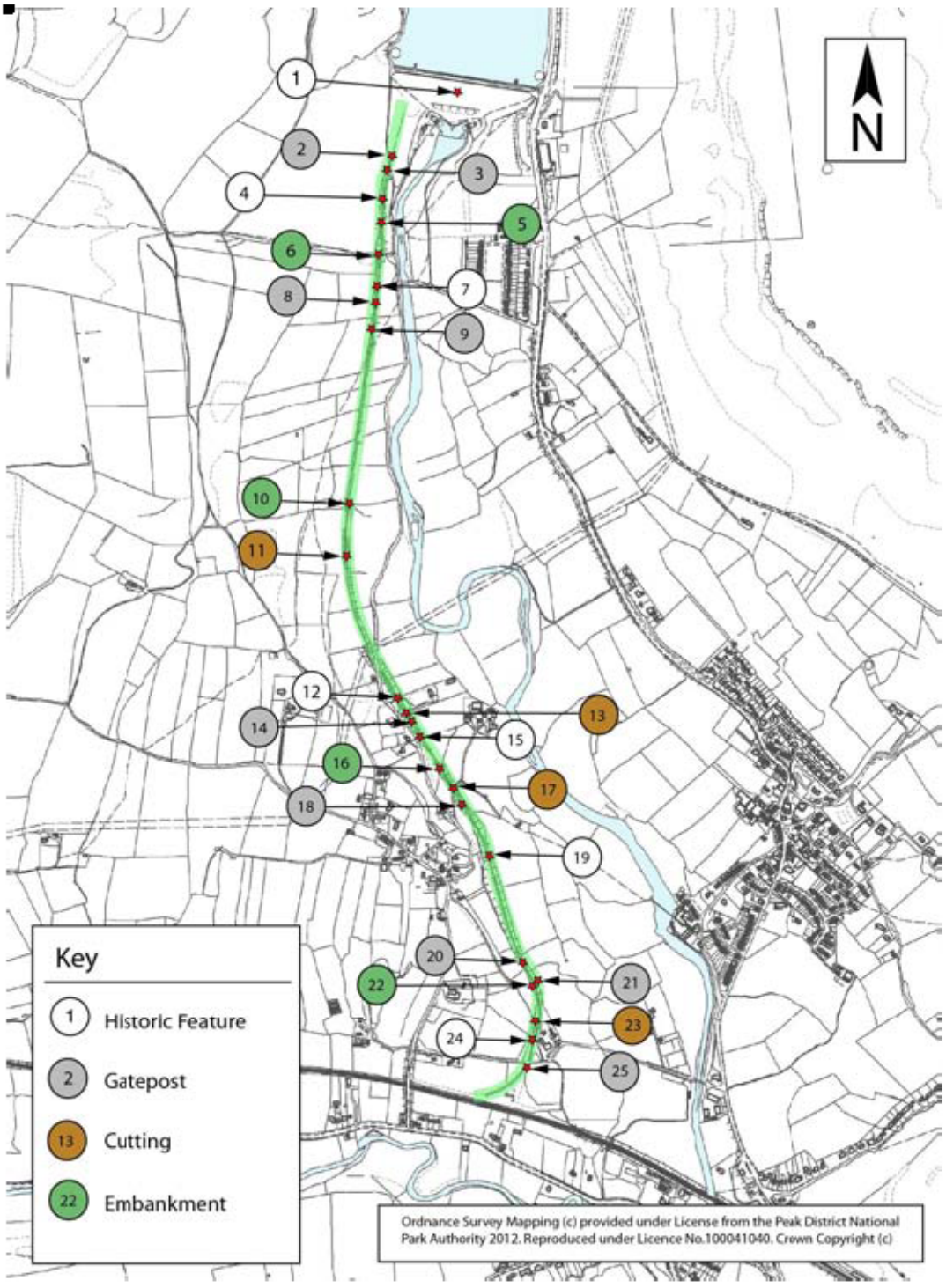


Figure 2: Location of Heritage Assets

When compared to similar routes in the Peak District National Park, such as the Monsal Trail, or Cromford and High Peak Railway, the amount of surviving features from the original Bamford and Howden Railway can be considered as low. The majority of features that do survive are associated with the engineering works undertaken during the construction of the railway, in the form of embankments, cuttings, inclines, or the trackbed itself.

The 2,750m section of the railway that survives as the Thornhill Trail, has a trackbed **F4** that that closely followed the contours of the hillside, with a long 700m incline **F19** rising up from the valley bottom to the south of Thornhill. This section has a height gain of 10m, which accounts for 1/3 of the fall along the whole route. The standard technique of forming cuttings (**F11**, **F13**, **F17**, **F23**) and earth/stone embankments (**F5**, **F6**, **F10**, **F16**, **F22**) was adopted rather than using bridges to span across the shallow streams that cross the length of the route. The stream channels were maintained as part of the construction, being canalized, by using large diameter sections of ceramic pipe set in concrete at the base of the embankments (**F6**, **F10**, **F16**). In places the trackbed was supported upon a slight terrace that was cut into the hillside, although the largest features were a series of cuttings with broad sloping sides.

The second form of feature that was identified was associated with access on to, or along the railway. The majority of these were square concrete posts (**F8**, **F9**, **F14**, **F18**, **F20**, **F21**, **F17**, **F23**), often surviving in pairs that demarked the position of gates that could be swung across the trackbed. Surprisingly, one of the original gate was still in-situ at the south end of the trail **F25**, which was a seven bar design with a scrolled handle detail on the top rail. The gates would have controlled the movement of rolling stock, but allowed access from the surrounding fields that were isolated from one another during the construction of the railway in 1901-03. One of the gateways **F8** was narrower than the rest, and may have been re-positioned to enable the existing wooden bar gate to be hung. A single example of a wooden gatepost **F3** survives at the north end of the route, and it is likely that it represents the remains of a formal road crossing, and would have supported a large gate of a different design to those supported by the concrete posts.

Two features associated with pedestrian access, were a path and retaining wall **F24** at the south end, and a possible foot bridge abutment **F15** in the central section of the route.

8 CONCLUSIONS AND RECOMMENDATIONS

ARCHAEOLOGICAL SIGNIFICANCE

Whilst the surviving archeological elements along the route of the Thornhill Trail are relatively stable and unlikely to be significantly impacted upon by the current and future users, their long term management must still be considered as important.

In regards to the wider context of the trail, the route forms a significant aspect of the history of the landscape in this part of North Derbyshire, representing the only surviving section of a railway that was specifically built to facilitate the construction of the reservoirs in the Upper Derwent valley at the start of the 20th century.

When examined individually, the heritage assets that have been identified are of relatively low historic significance, however when considered together, they combine to form a linear industrial monument that has local significance, which therefore justifies its preservation.

FUTURE MANAGEMENT RECOMMENDATIONS

- The PDNPA should ensure that future development of buildings, or agricultural land in direct proximity to the trail respect the historic character of the railway;
- Localized management of encroaching vegetation, or tree cover should be undertaken to expose the historic features that survive, and thus enable a greater appreciation by the users of the trail;
- Improved interpretation regarding the history of the railway and its relationship to sites such as Birchenlee, Bole Hill Quarry, or Tin Town should be considered, combined with digital web-based material that can be downloaded as pdf leaflets;
- An assessment of the route for future use by visitors with mobility needs;
- The length of the trail makes it ideal for the use by school groups, however the lack of facilities in terms of toilet provision may need to be considered.

CONCLUSION

This archaeological assessment and walk-over survey have identified previously unrecorded elements of the former Bamford and Howden Railway, which whilst they are relatively unsubstantial, together combine to form an important industrial landscape feature that suffers from a lack of interpretation and wider appreciation by the visiting public.

9 REFERENCES CONSULTED AND BIBLIOGRAPHY

BOOKS

Aitkenhead, N., Barclay, W J., Brandon, A., Chadwick, R A., Chisholm, J I., Cooper, A H., and Johnson, E W. 2002. *British Regional Geology: the Pennines and adjacent areas* (Fourth edition). British Geological Survey: Nottingham

Barnatt, J. and Smith, K. 2004. *The Peak District: Landscapes Through Time*. Macclesfield: Windgather Press.

Barnes, E.G. (1966). *The Rise of the Midland Railway 1944-1874*. London: George Allen & Unwin.

Bentley, J.M. and Fox, G.K. 1997. *Railways of the High Peak: Buxton to Ashbourne*. Stockport: Foxline Publishing.

Bevan, W.J. 1996a. *Winhill Plantation to Hagglee, Hope Woodlands, Aston and Thornhill, Derbyshire: Archaeological Survey 1996*. Derbyshire: Peak National Park Archaeology Service.

Bevan, W.J. 1996b. *Yorkshire Bridge to Ashopton, Hope Woodlands, Bamford and Derwent, Derbyshire: Archaeological Survey 1996*. Derbyshire: Peak National Park Archaeology Service.

Bowtell, H.D. 1977. *Reservoir Railways of Manchester and the Peak*. Blandford: Oakwood Press.

Christiansen, R. 1991. *A Regional History of The Railways of Great Britain* Vol. 7 *The West Midlands*, 3rd edn. Newton Abbot: David St John Thomas.

Clark, K. 2001. *Informed Conservation – understanding historic buildings and their landscapes for conservation*. English Heritage: London

Countryside Agency. 1999. *Countryside Character Volume 4: East Midlands*. Cheltenham: Countryside Agency.

Fowkes, D (ed) 1987 *Derbyshire Industrial Archaeology: A Gazetteer of Sites. Part 1: Borough of High Peak*. Derbyshire Archaeological Society

Fowkes, D. 1984. *Derbyshire Industrial Archaeology – A Gazetteer of Sites. Part 1. Borough of High Peak*, 21

Hart, C. R. 1990. *The North Derbyshire Archaeological Survey* (2nd edition). Sheffield: Sheffield City Museums.

Health and Safety Executive (HSE). 1992. *The Management of Health and Safety at Work Regulations*

Holt, G.O. 1986. *A Regional History of The Railways of Great Britain* Vol. 10 *The North West*, 2nd edn. Newton Abbot: David St John Thomas.

Howard Anderson, P. 1985. *Forgotten Railways* Vol. 2 *The East Midlands*, 2nd edn. Newton Abbot: David St John Thomas.

Howard Anderson, P. 1986. *Regional Railway Handbook:* No 1 *The East Midlands.* Newton Abbot: David St John Thomas.

Institute for Archaeologists (IfA). 2011 (revised; updated 13.04.12). *Standard and Guidance for historic environment desk-based assessment*

Lelux, R. 1984. *A Regional History of The Railways of Great Britain* Vol. 9 *The East Midlands*, 2nd edn. Newton Abbot: David St John Thomas.

Modaunt Crook, J. 2003. 'Ruskin and the Railway', in A.K.B. Evans and J.V. Gough, eds, *The Impact of the Railway on Society in Britain: Essays in Honour of Jack Simmons* . Aldershot: Ashgate, pp.129-34.

Morris, S. 1978. *Domesday Book, Derbyshire*. Phillimore & Co.Ltd: Chichester

Nixon, F. 1969. *The Industrial Archaeology of Derbyshire*. David & Charles: Newton Abbot.

Page, W (ed). 1907. *The Victoria History of the County of Derby*, Vol.2. London

Turnock, D. (1998). *An Historical Geography of Railways in Great Britain and Ireland*. Aldershot: Ashgate.

MAPPING AND TOPOGRAPHIC DATA

- Burdett's Map of Derbyshire, 1791
- Tithe map of 1848
- Freehold properties of Hassop Estate in Thornhill parish for land sale
- Ordnance Survey Map, 1880, 1:2,500, 1st Edition
- Ordnance Survey Map, 1883, 1:10560
- Ordnance Survey Map, 1893, 1:10560
- Ordnance Survey Map, 1921, 1:2,500
- Ordnance Survey Map, 1823, 1:10560
- Ordnance Survey Map, 1967, 1:2,500
- Ordnance Survey Map, 1975, 1:1,250
- Solid Edition Geological Map of Britain, 1977, 1:50 000, Sheet 99
- Ordnance Survey Map, 1994, 1:1,250
- Ordnance Survey Mastermap, 2012, 1:1,250

Aerial Photographs Consulted

- Area not covered in PDNPA archives.

Documents in Derbyshire Record Office

- None (not applicable to survey)

Directories Consulted

- None (not applicable to survey)

Internet Resources

- *ADS:* www.archaeologydataservice.ac.uk
  Heritage Gateway: www.heritagegateway.org.uk
- British Geological Survey: www.bgs.ac.uk
- British History Online: www.british-history.ac.uk
- *British Library:* www.catalogue.bl.uk
- Images of Derby, Derbyshire, Nottingham and Nottinghamshire: www.picturethepast.org.uk
- Government Legislation and Guidance: www.legislation.gov.uk
- *National Archives:* www.nationalarchives.gov.uk/a2a

Planning and Legislation

- Ancient Monuments and Archaeological Areas Act, 1979
- Listed Building and Conservation Areas Act, 1990
- National Heritage Act, 1983; superseded 2002
- National Planning Policy Framework (NPPF), March 2012
- Planning Policy Statement 5 (PPS5), March 2010
- PDNPA Core Strategy, October 2011

10 APPENDICES

APPENDIX 1 – SITES AND MONUMENTS RECORD DATA

APPENDIX 2 – LISTED BUILDINGS

APPENDIX 3 – HISTORIC MAPPING

APPENDIX 4 – PDNPA BRIEF FOR DESK-TOP STUDY AND WALKOVER SURVEY

APPENDIX 5 – SITE GAZETTEER RECORDS

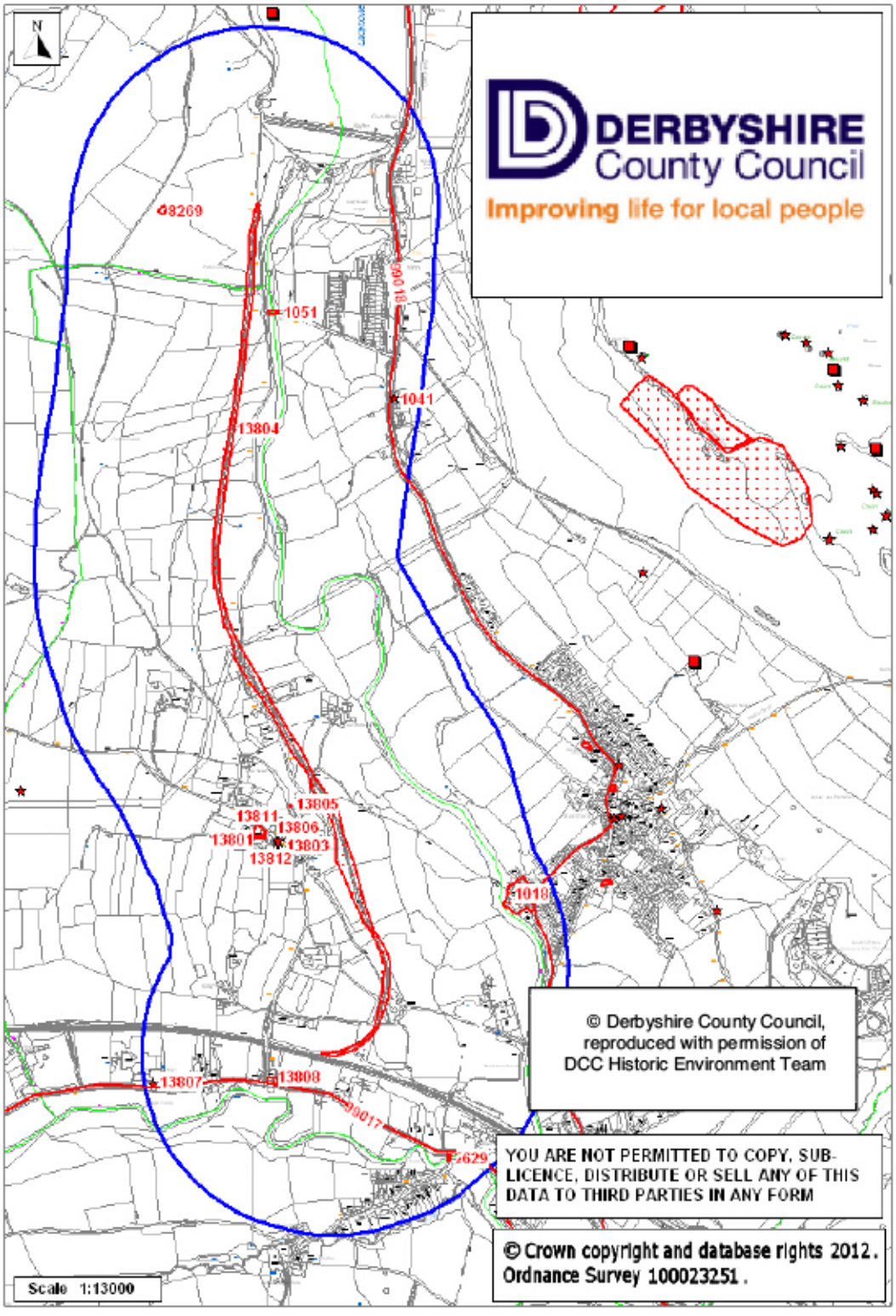
Appendix 1.1

DERBYSHIRE/PDNPA SITES AND MONUMENTS DATA

HER No.	Site Name	Location	Monument Type	Date
Prehistoric				
8269 - MDR6612	Possible burial cairn, Parkin Clough, Hope Woodlands	SK 1950 8524	BURIAL CAIRN?	Bronze Age - 2350 BC? to 701 BC?
Roman				
13801 - MDR2321	Roman coin, Slack Lane, Thornhill	SK 1972 8348	FINDSPOT	Roman - 43 AD to 409 AD
Post Medieval				
13803 - MDR2428	Wall box, The Moot, Thornhill Lane, Thornhill	SK 198 834	WALL BOX	Post Medieval -1837 AD to 1901 AD
13804 - MDR2429	Temporary railway (route of), Thornhill	SK 197 840	RAILWAY	Post Medieval - 1901 AD to 1915 AD
13807 - MDR2430	Wall box, Thornhill	SK 195 828	WALL BOX	Post Medieval - 1930 AD to 1931 AD
13806 - MDR2431	Chapel Farmhouse and attached outbuildings, Slack Lane, Thornhill	SK 197 834	BARN, FARMHOUSE	Post Medieval - 1600 AD to 1900 AD
1041 - MDR6654	Former lock up, Ashopton Road, Bamford	SK 2015 8473	LOCK UP, STOREHOUSE	Post Medieval - 1540 AD to 1900 AD
1018 - MDR6863	Bamford Mill complex, Mill Lane, Bamford	SK 205 833	CORN MILL?, WATERMILL, FULLING MILL, COTTON MILL	Post Medieval - 1540 AD to 1965 AD
2629 - MDR7086	Shatton Bridge, Shatton	SK 2032 8260	ROAD BRIDGE	Post Medieval - 1700 AD to 1900 AD
1051 - MDR7402	Yorkshire Bridge, Bamford	SK 198 850	ROAD BRIDGE	Post Medieval - 1540 AD to 1850 AD
13808 - MDR7412	Former toll house, Thornhill Lane End, Thornhill	SK 1983 8281	TOLL HOUSE	Post Medieval - 1540 AD to 1900 AD
13805 - MDR8895	Stone trough, Spring Cottage, Thornhill	SK 1987 8358	TROUGH	Post Medieval - 1800 AD to 1900 AD
99017 - MDR10618	Sparrowpit Gate Road, Sheffield to Chapel-en-le-Frith	SK 19070 82708	TOLL ROAD	Post Medieval - 1758 AD
99018 - MDR10621	Mortimer Road, turnpike road, Grindleford to Penistone	SK 22327 83145	TOLL ROAD	Post Medieval - 1771 AD to 1900 AD
13811 - MDR12326	Former Methodist Chapel and burial ground, Slack Lane, Thornhill	SK 1978 8351	CEMETERY, WESLEYAN METHODIST CHAPEL	Post Medieval - 1770 AD to 1882 AD
13812 - MDR12327	Primitive Methodist Chapel, Slack Lane, Thornhill	SK 1975 8349	PRIMITIVE METHODIST CHAPEL	Post Medieval - 1770 AD to 1882 AD

Appendix 1.2

LOCATION MAP OF SMR SITES

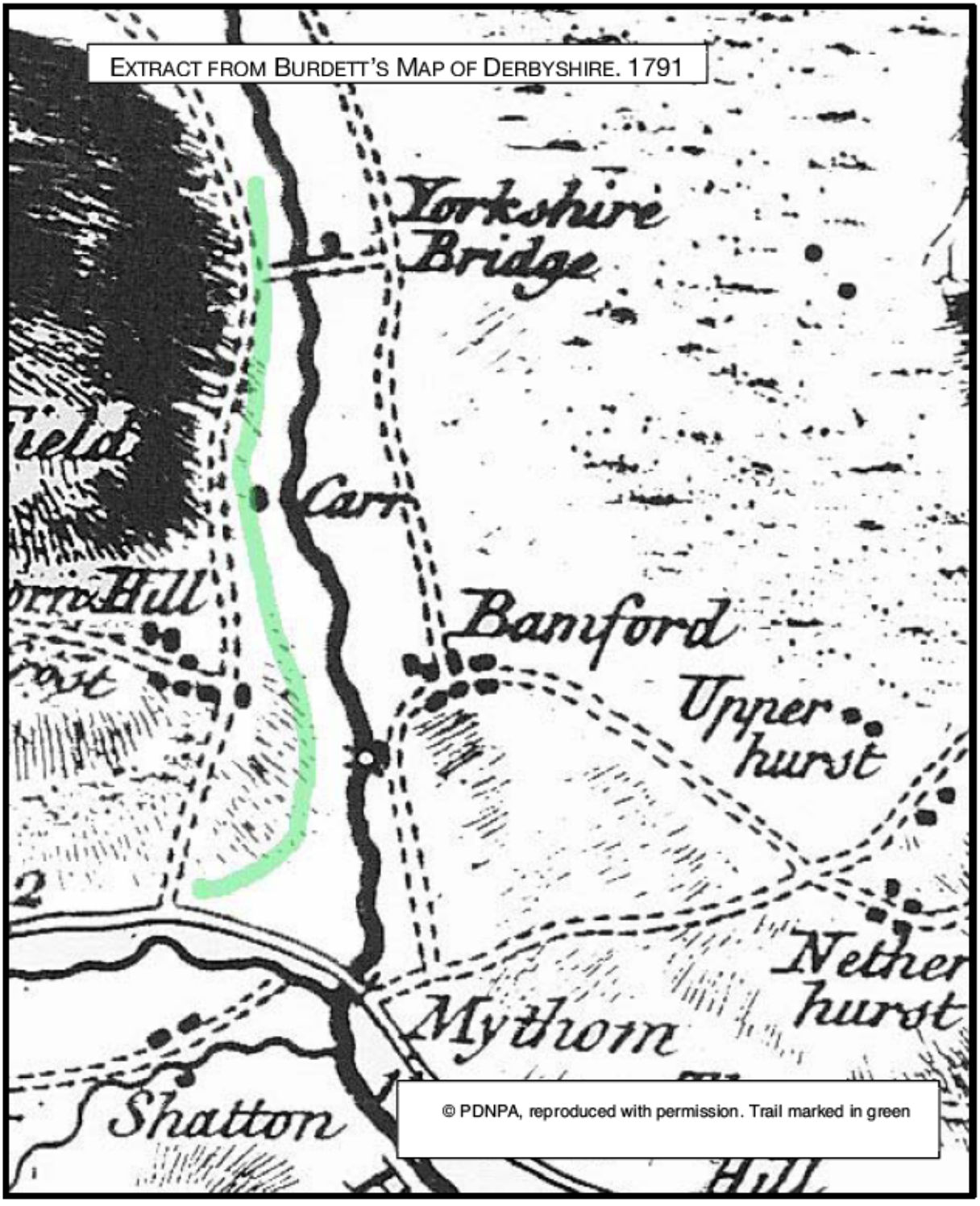


Appendix 2.1

LISTED BUILDINGS IN THE STUDY AREA

Name	LB No.	E.H. Listing no.	Grade
Oak Cruck Barn - North of Ryecroft Cottage Farm, Thornhill	82552	1334523	II
The Farm, Hope Road, Thornhill	82550	1096587	II
Chapel Farmhouse, Thornhill	82551	1096588	II
Outbuildings to Chapel Farmhouse, Thornhill	82551	1096588	II

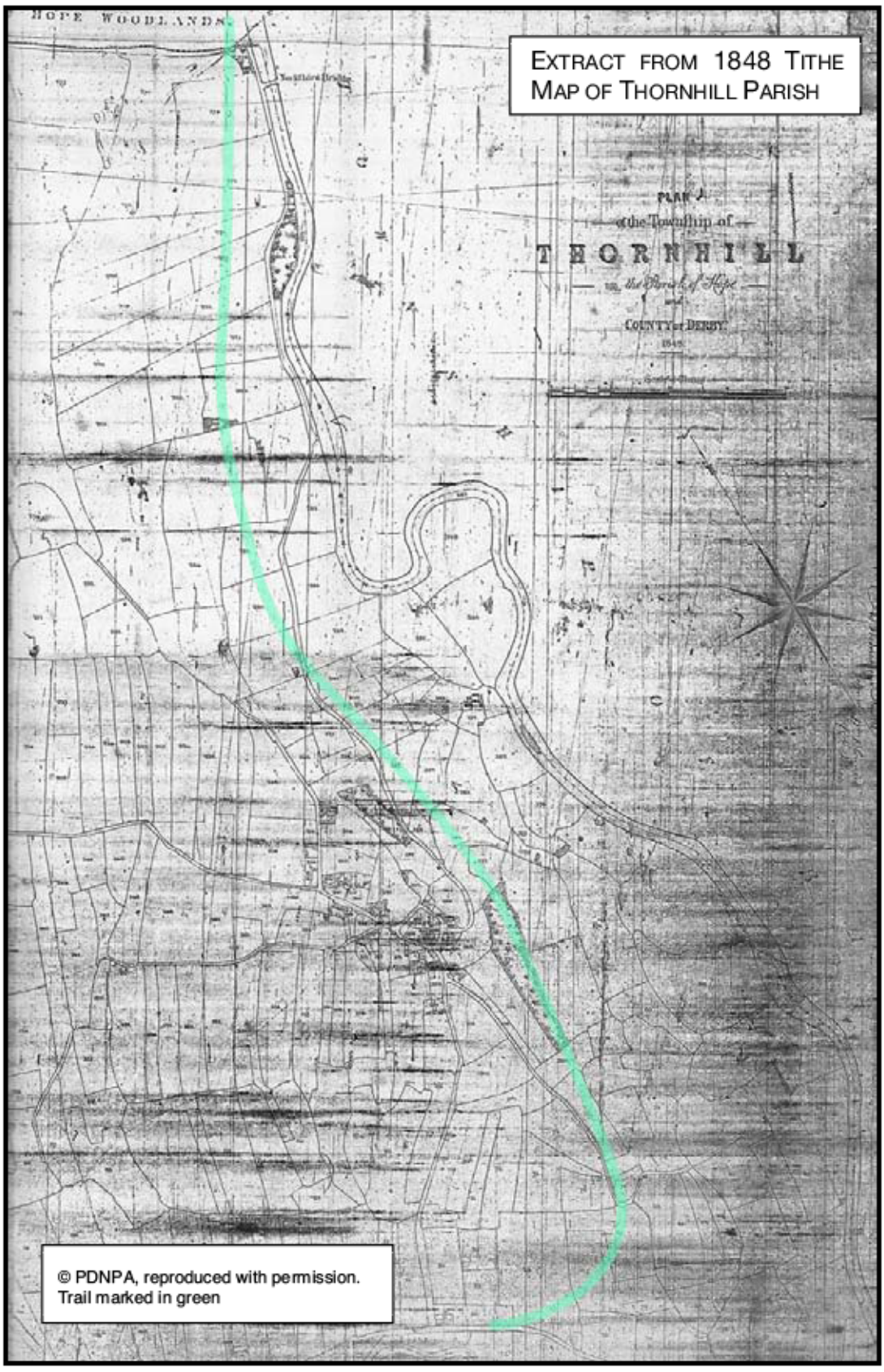
Appendix 3.1



EXTRACT FROM BURDETT'S MAP OF DERBYSHIRE. 1791

© PDNPA, reproduced with permission. Trail marked in green

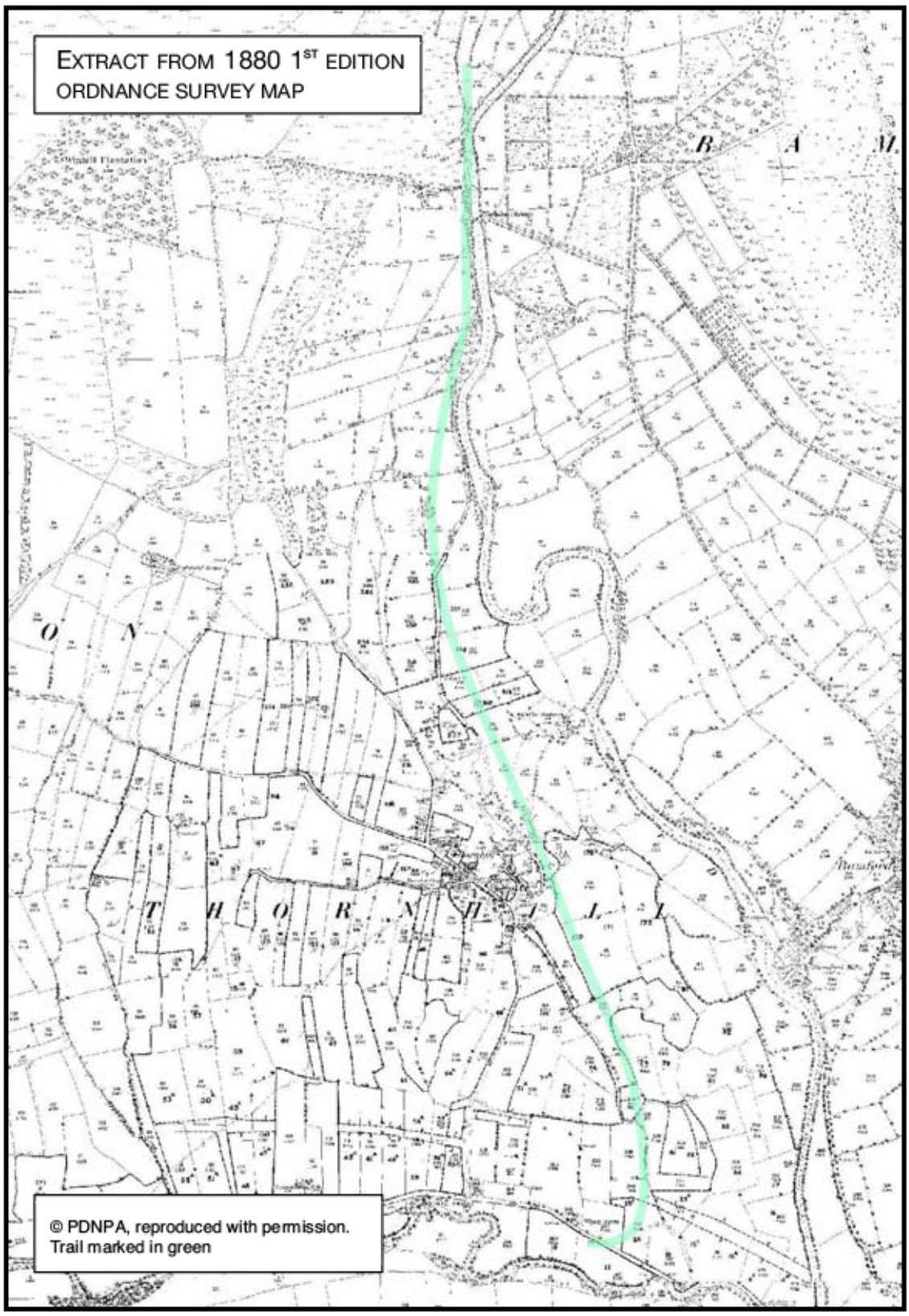
Appendix 3.2



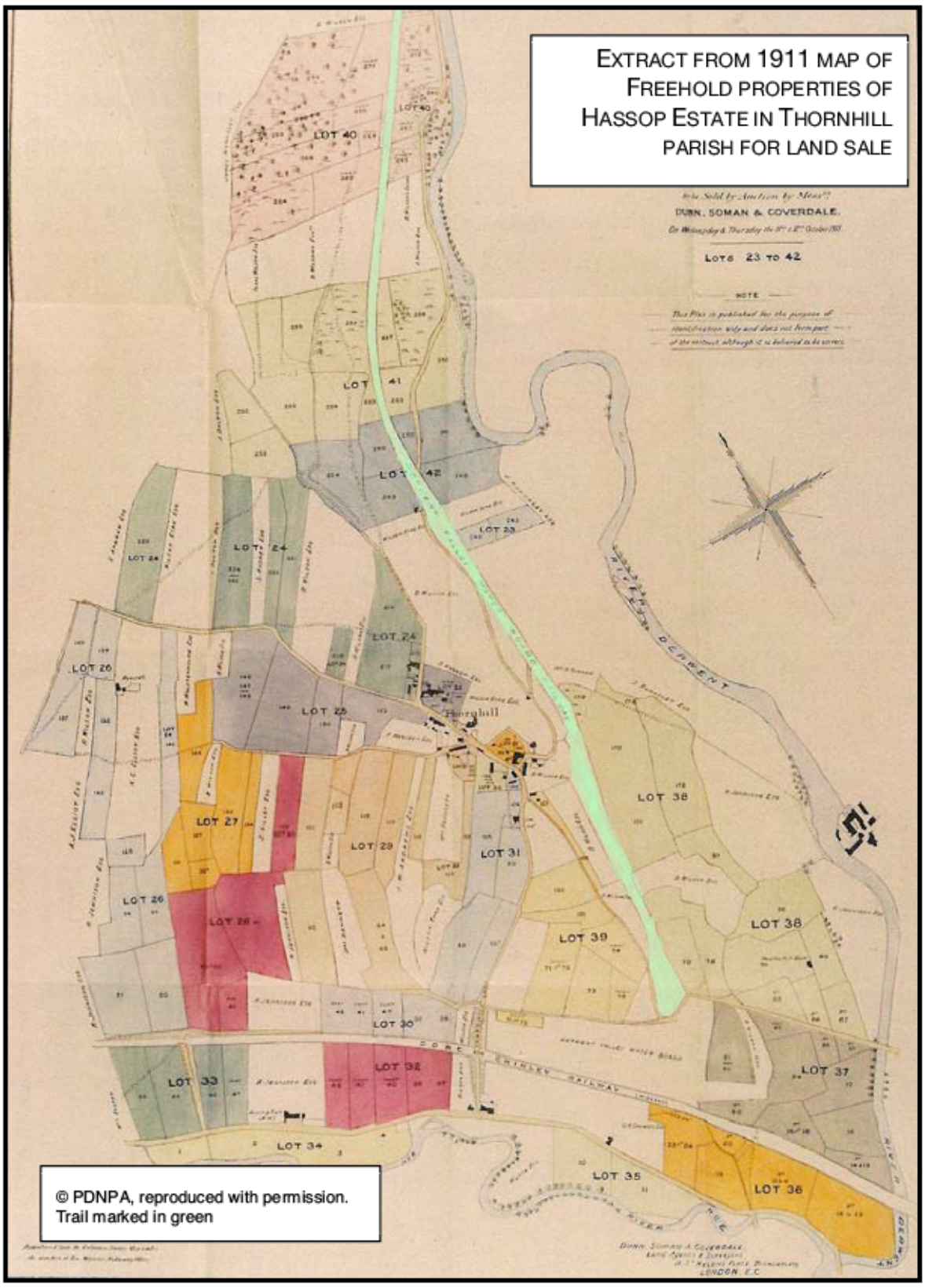
EXTRACT FROM 1848 TITHE MAP OF THORNHILL PARISH

© PDNPA, reproduced with permission.
Trail marked in green

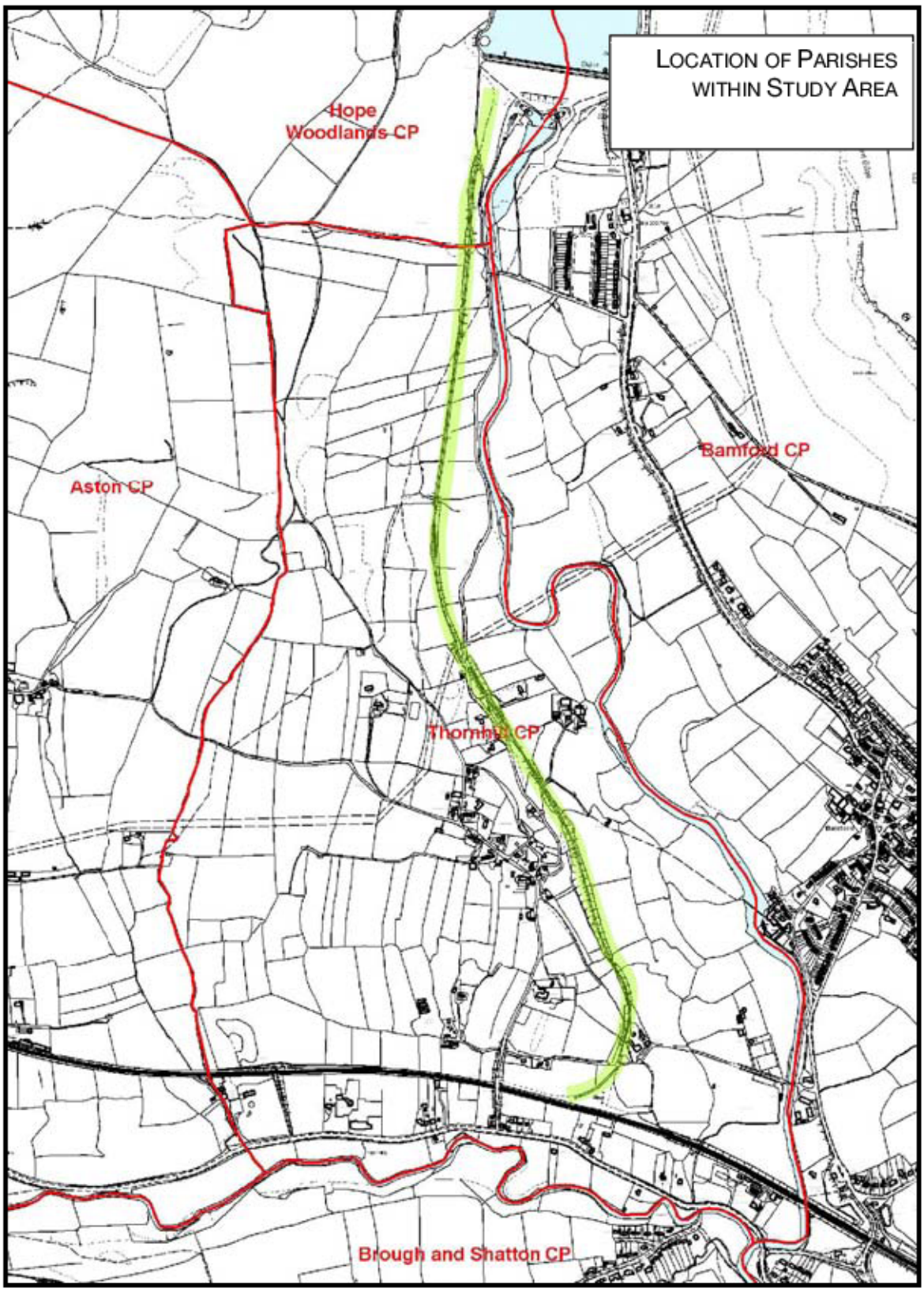
Appendix 3.3


EXTRACT FROM 1880 1ST EDITION
ORDNANCE SURVEY MAP
© PDNPA, reproduced with permission.
Trail marked in green

Appendix 3.4


EXTRACT FROM 1911 MAP OF FREEHOLD PROPERTIES OF HASSOP ESTATE IN THORNHILL PARISH FOR LAND SALE
DUNN, SOMAN & COVERDALE.
LOTS 23 TO 42
NOTE
LOT 40
LOT 41
LOT 42
LOT 23
LOT 24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
LOT 34
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
Thornhill
DERWENT
© PDNPA, reproduced with permission.
Trail marked in green

Appendix 3.5



Appendix 4.1

BRIEF FOR ARCHAEOLOGICAL DESK-TOP STUDY AND WALKOVER SURVEY PEAK DISTRICT NATIONAL PARK AUTHORITY CULTURAL HERITAGE TEAM

Site: various former railway lines now recreational trails in Derbyshire

Locations: Thornhill Trail, Thornhill nr Bamford;
Monsal Trail: Coombs Road near Bakewell, Hassop, Great Longstone, Blackwell Mill near Topley Pike
High Peak Trail: Dowlow, Hurdlow, Parsley Hay, Friden, Daisy Bank near Longcliffe
Tissington Trail: Parsley Hay,Hartington, Parwich, Tissington, Mapleton Lane near Ashbourne.

Date: February 2012

Agent: Peak District National Park Authority

Background:
The Peak District National Park has an extensive network of recreational trails based on the once more widespread rail routes which serviced this part of Derbyshire in the 18th, 19th and 20th centuries. This network is largely in the ownership of the National Park Authority and is currently the subject of review, the aim of which is to produce an overall management plan for the trails. To inform this plan, and the future management of the Cultural Heritage resource of the trails, a desk-based assessment and walkover survey is required of the sections of trails that do not already have relevant reports.

The PDNPA trails are the following:

The Monsal Trail: The Manchester, Buxton, Matlock and Midlands Junction Railway Act of 1846 led to the establishment of the upper section of this line between Ambergate and Rowsley, followed by its extension to Buxton under the Midland Railway (Rowsley and Buxton) Act of 1860. The Ambergate to Rowsley section opened on June 4 1849, with the Buxton extension being opened between 1863 and 1867. By 1871 the whole of the line was being run by Midland Railway. The Matlock to Buxton line was closed in 1968 as part of Dr Beeching's cuts. The PDNPA own 8.5 miles of the former railway, from Coombs Road near Bakewell to Blackwell Mill near Topley Pike, this being the Monsal Trail.

The High Peak Trail: this is on the route of the former Cromford and High Peak Railway. This early route was constructed between 1826 -31 being built to link the Cromford Canal with the Peak Forest canal at Whaley Bridge. The PDNPA own 10.5 miles of the High Peak Trail from Dowlow to Daisy Bank near Longcliffe.

The Tissington Trail: this is on part of the route of a branch line of the London and North Western Railway, which was constructed between Buxton and Ashbourne In 1899. It connected with the North Staffordshire Railway in Ashbourne via a tunnel which runs beneath Church Street, Ashbourne. The Tissington Trail is 13 miles long, from Mapleton Lane near Ashbourne to Parsley Hay.

The Thornhill Trail: this former railway line was owned and constructed by the Derwent Valley Water Board and used to transport stone from Bole Hill Quarry near Padley to build Howden and Derwent reservoirs. The railway was dismantled in 1915. The Thornhill Trail extends for just over one mile in length.

Archaeological background

Two of the above routes have been the subject of detailed study, to inform management and interpretation, in recent years. These are the Monsal Trail and the High Peak Trail.

Monsal Trail: Much of this route has been the subject of recent (2010) archaeological assessment, by Archaeological Research Services Ltd, associated with developing it to encourage cycling. This has involved opening up a series of tunnels along the route and improving access to and from it.

High Peak Trail: This route was the subject of a detailed, Aggregates Levy funded, study by ARCUS in 2004. The survey involved the route between Whaley Bridge in the north and Cromford in the south. The remains of the Peak Forest Tramway, an 18th century light railway system design to transport limestone from the Peak District to feed the burgeoning chemical manufacturing industry in Cheshire, were also studied.

Thornhill Trail: The northern-most section of this route, and associated features, were plotted as part of the Upper Derwent archaeological survey which was undertaken in the late 1990s by Bill Bevan.

Aims of the study

The main aim of the study is to provide a base line of information on the surviving railway infrastructure, where that has not previously been recorded.

Remains are to be documented and recorded on the ground and their levels of survival assessed.

An historical overview of the network is to be provided (but not as part of this tender – see below).

Project Objectives

The objectives for the project are as follows:

the assessment and acquisition of existing archives and the fieldwork involving recording of features that survive on the ground;

Synthesises of the fieldwork data and report production.

Historical overview

An historical overview of the former rail routes which are now managed as recreational trails will be required. Such an overview was produced for the whole of the Cromford and High Peak railway as part of the Aggregates Levy funded project in 2003. This being the case the relevant information will only be required for the Monsal, Thornhill and Tissington trails.

Professor Colin Divall, of York University's Institute of Railway Studies & Transport History has been approached to provide this element of the study.

SCOPE OF DESK-BASED STUDY:
The study should focus largely on the **Thornhill (SK1976 8525 – SK1998 8287)** and **Tissington Trails (SK 1478 6320 – SK 1757 4694).** The routes of which are depicted on the attached plans. Relevant information from the previously described studies on the Monsal and the High Peak Trails should be used and referenced as appropriate.
In order to put the sites in context the study should collate information for the trail corridors plus a 500m buffer zone on either side. The following sources should be investigated:

Sources to be consulted, in order to complete the assessment (constraints on source availability should be noted)

- Steve Farren, Senior Trails Ranger, PDNPA
- Derbyshire Historic Environment Record(s).
- Derbyshire County Council engineer's maintenance reports on bridge structures for the Tissington Trail (not available for the Thornhill Trail) (held by the PDNPA Property Support Team)
- Historic Landscape Character information held by the Peak District National Park Cultural heritage team.
- Survey reports held by the Peak District National Park Cultural heritage team.
- Plans and maps of the site and its environs, including medieval and early modern pictorial and surveyed maps and including pre- and post-war Ordnance Surveys.
- Place name evidence.
- Aerial photographs.
- Historical documents and photographs held in relevant museums, libraries and archives (particularly National Railway Museum, York, National Tramway museum, Crich, Derby Industrial Museum, Derby Museum and Buxton Museum and Art Gallery)
- Appropriate archaeological and historical journals and books.
- Trade and Business Directories.
- Listed Building records (where appropriate).
- Geological/soil surveys
- Engineers test-pitting data
- Records of previous mineral extraction

Report presentation:

- A report will be produced that assembles and summarises the available evidence.
- The results will be synthesised, put in context, and the character of the archaeology present be discussed.
- The report will comment on the quality and reliability of the evidence and indicate whether it might need to be supplemented by site evaluation.
- The report will be suitably illustrated with clear plans, and sections where appropriate.
- All maps examined should be reproduced (if possible) with the site outline marked on them.

All sources referred to should be included in the bibliography, even if the results were negative; N.B. references should always include page numbers, where appropriate.

REQUIREMENTS FOR ARCHAEOLOGICAL WALK-OVER SURVEY

Archaeological potential

Features associated with the operating railways/tramways are likely to survive on the Thornhill and Tissington Trails. These may include, for example station platforms, passenger shelters, railway worker's huts, earthwork remains, and other associated industrial features such as quarries and limekilns. The walk-over survey should result in the collection of further information on the presence, preservation and location of any archaeological features.

Objectives

The objectives of the survey should be to gather sufficient information to establish, where possible, presence/absence, character, extent, state of preservation and date of any archaeological features and deposits within the specified areas.

The survey should investigate the whole of the area(s) indicated on the accompanying plans.

Survey Techniques

The techniques chosen should be selected to cause the minimum amount of disturbance and should comply with all health and safety regulations. Reference should be made to the desk-based assessment which has been prepared for these sites and any subsequent observations from the PDNPA's archaeological officers.

The following work will be required:

- A systematic walk-over of the area of interest noting presence or absence of archaeological monuments should be undertaken.
- The location of the archaeological features is to be plotted on a 1:2500 scale map base to an accuracy of not less than 5 metres where possible. Where extensive areas of earthworks occur (e.g. groups of lead mining shafts and waste heaps) their approximate area should be mapped. A brief text description, including discussion of relationships with associated monuments, should be prepared for each archaeological feature/group of features.

The work shall be carried out by appropriately qualified and experienced staff; details of staff numbers and their relative experience should be included, plus their responsibilities in carrying out the work. Staff c.v.'s should be included (unless already supplied to Peak District National Park Authority Service in previous project specifications).

Monitoring

The Peak District National Park Authority Cultural Heritage team will be responsible for monitoring the fieldwork. A minimum of one week's notice of the commencement of fieldwork must be given by the archaeological contractor to the Peak District National Park Authority Service in order that arrangements for monitoring may be made.

Report
The walk-over survey should result in an illustrated report including background information, methods, detailed results and assessments of the survey, conclusion and discussion. Any drawings, plans and photographs should be included, plus clear location maps and grid references. Specifically, it should include:

- an outline of the survey techniques utilised and the limitations and/or problems encountered.
- a summary of the archaeological periods and monuments encountered, in chronological order, to assess the diversity and survival of the resource. This should include an interpretation of the earthworks and any observed relationships and estimates of their dates.
- a catalogue which includes the following fields of information, per : unique site identifier; national grid reference (grid letters plus minimum of eight figure); monument type (where known). Where a monument type is given, it should be an approved term, as given in the standard thesaurus of monument types (RCHME 1999). Where a monument type cannot be confidently given, the reasons for this should be given in the accompanying text description.

- A set of base maps at the recommended scale, cross-referenced to the catalogue. The maps should clearly and accurately indicate those areas which were difficult to survey or were impenetrable and require further work. Where appropriate, copies of earlier maps should be included.

The final report will include both the historical overview (to be supplied by Professor Colin Divall), and the desk based study and the walk over study results. It will be made available to the Peak District National Park Authority Cultural Heritage team and the Derbyshire County Council Archaeology Service for incorporation in the County Sites and Monuments Record. As well as a printed copy of the report, copies of the electronic files should be provided in the following formats:

- 1 copy in Word for Windows or compatible format.
- 1 copy of illustrations in tifs at 600dpi or as jpeg files.

OASIS
The Derbyshire Historic Environment Record is part of the *Online Access to Index of Archaeological Investigations* (OASIS) project. The overall aim of the OASIS project is to provide an online index to the mass of archaeological grey literature that has been produced as a result of the advent of large-scale developer funded fieldwork. The archaeological contractor must therefore complete the online OASIS form at http://ads.ahds.ac.uk/project/oasis/. If the archaeological contractor does not have internet access a paper copy of the form can be obtained from the Peak District National Park Authority. Contractors are advised to contact the Derbyshire SMR prior to completing the form. Once a report has become a public document by forming part of a planning application or being otherwise submitted to the Derbyshire SMR in response to a statutory duty or requirement the SMR may place the information on a website. Please ensure that you and your client agree to this procedure in writing as part of the process of submitting the report to the Derbyshire SMR.

Sarah Whiteley
Senior Conservation Archaeologist
February 2012

Appendix 5: Gazetteer of Heritage Assets

A total of 25 Heritage Assets specifically associated with the route of the former railway comprising the Thornhill Trail have been identified during this survey, each of which is included as a separate entry in the following gazetteer.

PDNPA THORNHILL TRAIL

No.: 1

Feature: Dam

NGR: SK 19832 85498

Designation: None (part of PDNPA recreational trail); ~~LB; SAM; Other~~

HER No: 13804 – MDR2429

Location: North end of route, forming south edge to Ladybower Reservoir

Date: c.1930s-1943

Photo: General view of downslope of dam, looking northeast

Description: A massive earth dam with a clay core and stone upstream face, that forms the south edge to Ladybower Reservoir. Constructed during the 1930s-40s. It measures c.400m in length and c.25m in height. 202m OD.

Historic Sources: OS map 1880 1st edition (Route not constructed)
Hassop Estate plan 1911 (Course of route depicted)
OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Substantial above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey: 18.03.12; 06.06.12 Surveyor: Oliver Jessop

Weather: Variable Visibility: Excellent

PDNPA THORNHILL TRAIL

No.: 2

Feature: Gatepier (stone)

NGR: SK

Designation: None (part of PDNPA recreational trail); ~~LB; SAM; Other~~

HER No: 13804 – MDR2429

Location: Junction of trackbed with west access road leading up to Ladybower Dam

Date: c.1901-1903

Photo: General view looking southeast

Description: Rock faced gate pier, with square capital with pyramidal top. It is 1.4m in height and measures 0.5m x 0.5m. Pier forms terminal of stone fieldwall and demarks the site of a former road crossing with the railway.

Historic Sources: OS map 1880 1st edition (Route not constructed)

Hassop Estate plan 1911 (Course of route depicted)

OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Substantial above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey: 18.03.12; 06.06.12 Surveyor: Oliver Jessop

Weather: Variable Visibility: Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 3

Feature: Gatepost (wood)

NGR: SK 19772 85250

Designation: None (part of PDNPA recreational trail); ~~LB; SAM; Other~~

HER No: 13804 – MDR2429

Location: Junction of trackbed with west access road leading up to Ladybower Dam

Date: c.1901-1903

Photo: General view looking south along trackbed; note metal fixings still attached to post

Description: Large wooden gatepost with rounded top. Positioned on east side of trackbed and demarks the position of a road crossing. The post is 1.8m in height and measures 0.3m x 0.3m. Metal hinge pintels are still attached via through-bolts to the north face.

Historic Sources: OS map 1880 1st edition (Route not constructed)
Hassop Estate plan 1911 (Course of route depicted)
OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Substantial above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey: 18.03.12; 06.06.12 Surveyor: Oliver Jessop

Weather: Variable Visibility: Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 4

Feature:	Railway Trackbed
NGR:	SK 19776 85208 to SK 19941 82886
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Linear feature forming the surface of the route of the Thornhill Train
Date:	c.1901-1903

Photo: General view of north section of trackbed, looking south

Description:	Hardstanding forming surface of Thornhill Trail. Represents the level of the former trackbed, although balsast and tracks have been removed. Width varies from 1.5 to 3m. There is a slight camber on either side covered with vegetation. It falls from c.189m OD to c.155m OD, with a long incline in the southern section (Feature 19).
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 5

Feature:	Railway Embankment
NGR:	SK 19755 85144 (centred)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site over-looking River Derwent
Date:	c.1901-1903

Photo: General view looking southwest; Note slight curve in trackbed

Description:	Earth and stone embankment forming level platform 3m wide for the trackbed. Built up against the hillside to the west. Height 189m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 6

Feature:	Railway Embankment and Stream Channel
NGR:	SK 19747 85033
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site over-looking River Derwent
Date:	c.1901-1903

Photo: General view of west slope of embankment, looking southeast; note stream at base

Description: Earth and stone embankment forming level platform 3m wide for the trackbed. Built to span across a natural valley containing a steam channel. The stream was canalised at the base, although this has been partially in filled by soil slippage down the west bank. Height 190m OD.

Historic Sources:
- OS map 1880 1st edition (Route not constructed)
- Hassop Estate plan 1911 (Course of route depicted)
- OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Substantial above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good

PDNPA THORNHILL TRAIL

No.: 7

Feature:	Wall Foundation
NGR:	SK 19737 84932 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site
Date:	c.1901-1903

Photo: Detail of exposed footings in surface of trackbed, looking north

Description:	Row of worn stones forming a linear alignment c4.4m in length, 0.3m in width protruding from surface of tracked. Note that their orientation diverges from the existing path. They are interpreted as the lower course/footings of a former fieldwall alongside the track.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Limited above-ground remains. Buried.
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Limited

PDNPA THORNHILL TRAIL

No.: 8

Feature:	Gateposts (concrete)
NGR:	SK 19738 84929
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site
Date:	c.1901-1903

Photo: General view looking of gateposts rehung with modern gate, looking south

Description:	Pair of precast concrete gateposts set 2.2m apart. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. The gate would have controlled the movement of rolling stock and restricted access on to the railway. They are aligned with the stone footing, Feature 7. Note: gateposts may have been reset and repositioned.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good

PDNPA THORNHILL TRAIL

No.: 9

Feature:	Gateposts (concrete)
NGR:	SK 19729 84891
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site
Date:	c.1901-1903

Photo: General view looking, northwest

Description:	Pair of precast concrete gateposts set c.2.2m apart on the west side of the trackbed. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. The gateway would have controlled access from a farm trackway orientated northwest-southeast and restricted access on to the railway.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Moderate (encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 10

Feature:	Railway Embankment and Stream Channel
NGR:	SK 19661 84393 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	North section of Site
Date:	c.1901-1903

Photo: General view looking west; note ceramic pipe at base for stream with overgrown tree

Description:	Earth and stone embankment forming level platform 3m wide for the trackbed. Built to span across a natural valley containing a stream channel. The stream was canalised at the base by using a ceramic pipe 0.4m in diameter and set in concrete. Height 190m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 11

Feature:	Railway Cutting
NGR:	SK 19654 84290 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view looking south; note curve in trackbed

Description:	Railway cutting for trackbed with high broad sloping sides, with flat bottom c.3m wide. The cutting has slightly curved profile to accommodate a bend in the track. Height 191 OD.
Historic Sources:	Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 12

Feature: Railway Crossing

NGR: SK 19790 83900

Designation: None (part of PDNPA recreational trail); ~~LB; SAM; Other~~

HER No: 13804 – MDR2429

Location: Central section of Site adjacent to carpark at the end of Carr Lane.

Date: c.1901-1903

Photo: General view of road crossing, looking north along trackbed; note modern gatepost

Description: Railway crossing to allow trackway access to Carr Farm in valley bottom to the east. No features remain extant above ground apart from the hard stoney surface of the trackway, which may be a modern addition. Height 184m OD.

Historic Sources: OS map 1880 1st edition (Route not constructed)
Hassop Estate plan 1911 (Course of route depicted)
OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Limited above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey: 18.03.12; 06.06.12 Surveyor: Oliver Jessop

Weather: Variable Visibility: Good

PDNPA THORNHILL TRAIL

No.: 13

Feature:	Railway Cutting
NGR:	SK 19812 83868 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site close to Carr Lane
Date:	c.1901-1903

Photo: General view along trackbed, looking north

Description:	Railway cutting for trackbed with high broad sloping sides, with flat bottom c.3m wide. Height 182m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 14

Feature:	Gateposts (concrete)
NGR:	SK 19823 83849 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view looking of gateposts, looking north

Description:	Pair of precast concrete gateposts set 2.8m apart. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. The gate would have controlled the movement of rolling stock and restricted access on to the railway.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 15

Feature:	Wall Abutment? (stone)
NGR:	SK 19850 83807
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view looking northeast

Description:	Stone structure built into the east side of the cutting Feature 14. Measures 1.6m in height and 3.4m in length, although has been subject to partial collapse. This feature may represent part of overhead gantry, or footbridge associated with the operation of the railway. Height 180m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Limited above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Moderate (encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 16

Feature:	Railway Embankment and Stream Channel
NGR:	SK 19904 83717 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view looking north along trackbed

Description:	Earth and stone embankment forming level platform 3m wide for the trackbed. Built to span across a low point in the natural topography at a stream crossing. The stream was canalized, although this is partially obscured by soil slippage down the east bank. Height 178m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 17

Feature:	Railway Cutting
NGR:	SK 19941 83651 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view looking south

Description:	Railway cutting for trackbed with high steep sloping sides, with flat bottom c.3m wide. Height 178m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 18

Feature:	Gateposts (concrete)
NGR:	SK 19974 83606 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view of gateposts, looking north

Description:	Pair of precast concrete gateposts set 2.8m apart. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. Damage to the east post has exposed internal metal reinforcing bars. Height 176m OD. The gate would have controlled the movement of rolling stock and restricted access on to the railway.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 19

Feature:	Railway Incline
NGR:	SK 20029 83472
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	Central section of Site
Date:	c.1901-1903

Photo: General view down incline, looking south

Description:	Sloping incline comprised of partial terrace cut into natural hillside to form flat base for trackbed, c.3m wide. Length c.700m, with a 10m fall from 175m OD to m 165 OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 20

Feature:	Gateposts (concrete)
NGR:	SK 20115 83231 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South section of Site
Date:	c.1901-1903

Photo: General view looking northeast

Description:	Pair of precast concrete gateposts set c.2.6m apart on the east side of the trackbed. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. Height 165m OD. The gateway is angled to provide access to an adjacent field, thus would have controlled the moment of livestock across the railway.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 21

Feature:	Gateposts (concrete)
NGR:	SK 20109 83226
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South section of Site
Date:	c.1901-1903

Photo: General view looking northwest

Description:	Pair of precast concrete gateposts set c.2.6m apart on the west side of the trackbed. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ. Height 165m OD. The gateway is angled to provide access to an adjacent field, thus it would have controlled the moment of livestock across the railway.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good

PDNPA THORNHILL TRAIL

No.: 22

Feature:	Railway Embankment
NGR:	SK 20152 83121 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South section of Site
Date:	c.1901-1903

Photo: General view looking north

Description:	Earth and stone embankment forming level platform 3m wide for the trackbed. Height 163m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 23

Feature:	Railway Cutting
NGR:	SK 20150 83084
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South section of Site
Date:	c.1901-1903

Photo: General view of cutting looking south

Description:	Railway cutting for trackbed with high broad sloping sides, with flat bottom c.3m wide. Height 161m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 24

Feature:	Retaining Wall
NGR:	SK 20141 83039 (centered)
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South section of Site
Date:	c.1901-1903

Photo: General view looking northwest along wall and footpath

Description: Sandstone retaining wall on west side of trackbed. It forms a slight terrace with a footpath orientated northwest-southeast. Four courses of roughly cut blocks with coarse tooling remain extant. Height 0.85m; length of wall not measured.

Historic Sources:
OS map 1880 1st edition (Route not constructed)
Hassop Estate plan 1911 (Course of route depicted)
OS map 1921 2nd edition (25 inch) (Route depicted)

Preservation: Substantial above-ground remains

Previous Survey: Bevan 1996 (PDNPA)

Date of Survey:	18.03.12; 06.06.12	Surveyor:	Oliver Jessop
Weather:	Variable	Visibility:	Good (some encroaching vegetation)

PDNPA THORNHILL TRAIL

No.: 25

Feature:	Gateposts (concrete) and Gate (metal)
NGR:	SK 20118 82963
Designation:	None (part of PDNPA recreational trail); ~~LB; SAM; Other~~
HER No:	13804 – MDR2429
Location:	South end of trail
Date:	c.1901-1903

Photo: General view of posts and gate looking south

Description:	Pair of precast concrete gateposts set c.3.2m apart on either side of the trackbed. They are 1.2m in height and measure 20cm x 20cm. Metal bolts for hinge pintles and fixings are still in-situ, along with seven bar metal gate. Height 157m OD.
Historic Sources:	OS map 1880 1st edition (Route not constructed) Hassop Estate plan 1911 (Course of route depicted) OS map 1921 2nd edition (25 inch) (Route depicted)
Preservation:	Substantial above-ground remains
Previous Survey:	Bevan 1996 (PDNPA)
Date of Survey:	18.03.12; 06.06.12
Surveyor:	Oliver Jessop
Weather:	Variable
Visibility:	Good