

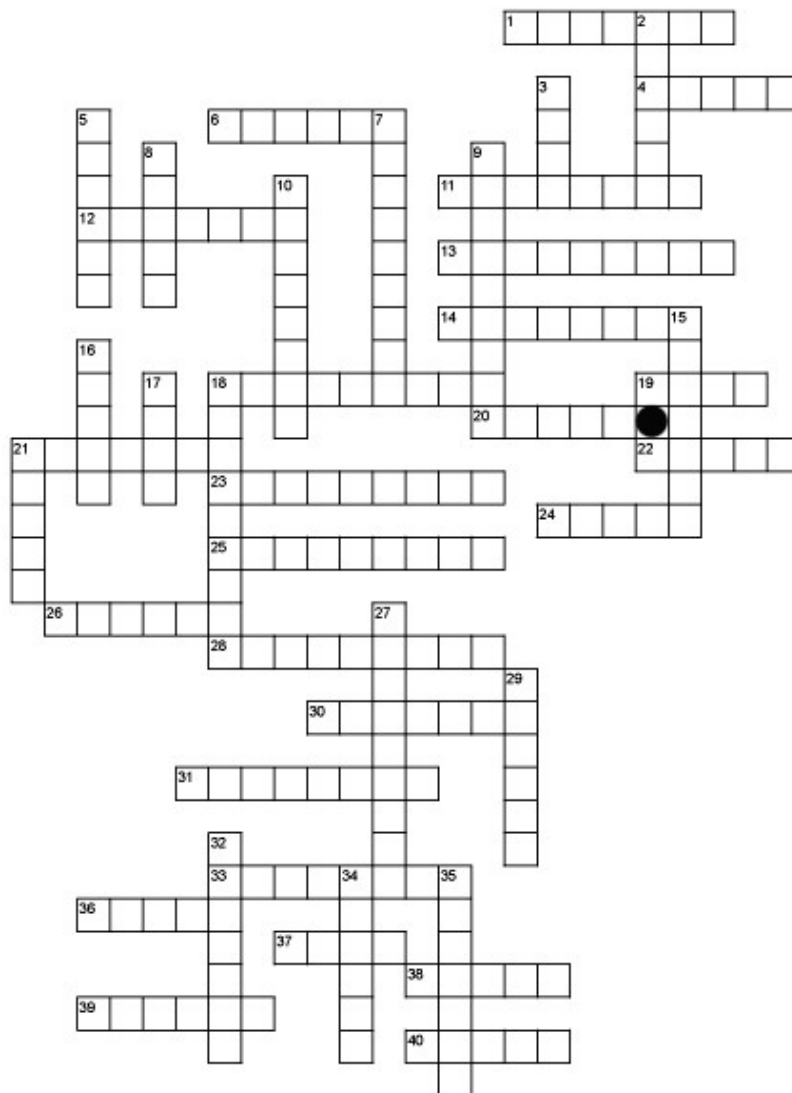
Monsal Trail Geocross V34

No contact geocaching and crossword

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The building of the Midland Railway between Bakewell and Buxton was a massive engineering operation, carving through the dramatic limestone gorge of the River Wye east of Buxton. It opened in 1866. At the time, leading art critic John Ruskin wrote:-

There was a rocky valley between Buxton and Bakewell, once upon a time, divine as the Vale of Tempe... You Enterprised a Railroad through the valley – you blasted its rocks away, heaped thousands of tons of shale into its lovely stream. The valley is gone, and the Gods with it; and now, every fool in Buxton can be in Bakewell in half an hour, and every fool in Bakewell at Buxton; which you think a lucrative process of exchange – you Fools everywhere.



To solve this crossword puzzle you need to visit the 14 locations of the main feature in the following photographs.

You will need the what3words app (W3W) on your GPS device. Using your GPS device held over the main feature you then get the what3words address. You will probably have to move around to find the W3W square containing the 'word' provided.

Save all the words and eventually fit the words to the crossword grid.

There are just three crossword clues. Find these words first, then fit all the other words to the grid. There may be more than one solution.

Clues

4 ACROSS famous newspaper

8 DOWN run after

27 DOWN begins with 'k'

The GPS on mobile phones can be imprecise. This can mean that multiple devices very close to each other might show different 3 word addresses, not because the 3 word addresses of your actual location is different but because the devices each think they are in slightly different places. Each location is a grid square 3x3 metres.

In order to help you ensure that you obtain the correct three word (W3W) address, the first word in the W3W is provided as a clue. You may need to walk around the main feature into different 3 x 3 metre grid squares to find the correct W3W address.

E.g. Let's assume that you are at a location given by the W3W address thick.verge.commented and you are told the first word of the W3W address is the word "thick". You now know you have found the right one.

Location	OS grid reference	W3W		
		First word	Second word	Third word
1	SK 13236 73305	motored		
2	SK 13492 73294	scarf		
3	SK 14991 73151	upholding		
4	SK 15924 72974	overruns		
5	SK 15963 73005	depravity		
6	SK 16129 72981	commutes		
7	SK 17257 72805	recent		
8	SK 17257 72799	collision		
9	SK 17335 72640	cringe		
10	SK 18217 71605	manifests		
11	SK 18358 71504	plastic		
12	SK 17179 72430	blanked		
13	SK 14247 73275	treaty		
14	SK 13847 73244	grapevine		

Each of the locations can be found on the route below. The locations are listed in order and sufficient background is included to help you triangulate your position to identify the location.



Start at Millers Dale station.

Location 1 OS ref SK 13236 73305

Lime Kiln west of Millersdale Station

Contains "motored"



Ten years after the railway opened, a large scale limestone quarrying operation opened in 1876, and a number of lime kilns were built alongside the railway. Quicklime was in demand in the steel making process and as an additive to agricultural fertiliser. It could be transported cheaply by the newly built railway.

The limestone quarry behind the kiln closed in 1944 and was explored by Cioch Climbing Club members in 1965. They produced 9 climbs in Strawberry Rocks. In 1980 the Northern Limestone climbing guide was published, edited by Chris Jackson. Adey Hubbard was sent to check 23 climbs at Strawberry Rocks.

The guidebook writer only went twice. He felt that self-preservation ranked higher than descriptive accuracy. These are some of his wise words of advice to future climbers:-

*Care needed with vegetation finishes.
Crag shrouded and dismal of aspect
Large areas of lethal rock and repairs were carried out
More a test of nerve than technical ability
No guarantee the rock will remain in place*

Thankfully rock climbing is now banned there.

Location 2 OS ref SK 13492 73294

Millers Dale Nature Reserve sign

Contains "scarf"



The abandoned quarries behind the lime kilns are now a nature reserve.

The Midland Railway was carved through the Derbyshire Wye Valley, requiring eight tunnels totalling 2.2 kilometres and two large viaducts. 45000 cubic metres of rock were carved out by the tunnels, and placed unnaturally on the valley sides.

It opened in 1863 and closed in 1968.

The environmental impact of this engineering feat was colossal. Throughout the day the peace of the Millers Dale valley would be interrupted by repeated noisy clatter and smoke as trains, wagons and carriages rushed through. The stark geometry of the rail line and its bare embankments were unsympathetic and out of scale and character with the natural scenery. Moreover, the embankments were kept clear of vegetation because steam trains often caused fires by sparks flying from the boiler.

The Beeching Era cuts to the railway system brought peace and tranquility back overnight but it would take quite a time for nature to repair the damage. Trees gradually became established on the slopes and wildlife returned to the valley.

The railway track was quickly used by walkers but the tunnels were blocked up so detour routes became established. One used precarious stepping stones on the cliff side of the River Wye riverbed to pass the Chee Tor Tunnel. Very wet feet were common, and in the winter the stepping stones were submerged.

In 1981 the Peak District National Park Authority bought the trackbed and laid out the 14 km Monsal Trail from Blackwell Mill Junction near Buxton to Bakewell. It now extends further in both directions. There are a number of nature reserves along the trail, and some of the most dramatic rocky scenery in the Peak Park.

Location 3 OS ref SK 14991 73151

Raven Tor overlook viewpoint

Contains “upholding”



Raven Tor is famous for its overhanging face, and for the difficulty of the rock climbs. It stays dry even when raining because it overhangs so much. The easiest climbs are very very hard, and the hardest are amongst the hardest in the world and very rarely ascended.

Location 4 OS ref SK 15924 72974

Litton Mill sluice

Contains "overruns"



The original sluice gate which diverted water to the millwheel. The River Wye is a limestone river and popular with anglers. Nowadays the sluices are fish-friendly.

Location 5 OS ref SK 15963 73005

Litton Mill

Contains “depravity”



Litton Mill was established by local farmers in 1782 and used Richard Arkwright's water frame to weave cotton. The essential water supply from the River Wye forced them to site the mill in an isolated valley bottom and they had difficulty attracting a workforce.

During the Industrial Revolution, cotton mills became notorious for using child labour. The Poor Law 1601 allowed 'the putting out of children to be apprentices'. Many of the children came from London and worked long hours for very little pay, and slept three to a bed in 'Prentice Houses' at Litton and Cressbrook Mills.

By 1828 the mill was virtually bankrupt and operated for a time with Cressbrook Mill until it was destroyed by fire in 1874.

A later amalgamation with Cressbrook Mill led to the road being built through Water-cum-Jolly, giving better access for their cotton goods to Millers Dale Station.

A replacement mill was built which manufactured nylon yarn and closed in the 1980s. The building was recently converted to apartments

Location 6 OS ref SK 16129 72981

Gas House gate

Contains “commutes”



The original mill used water power, and was converted to steam power when a coal fired boiler was built. To get the smoke away from the valley bottom a long flue was built up the north hillside to a chimney, where the prevailing south-west winds could disperse it. Later a gas boiler with a short chimney was installed.

Location 7 OS ref SK 17257 72805

Cressbrook Mill – hydro power water intake screen

Contains “recent”



The history of Cressbrook Mill is very similar to Litton Mill. Child labour, poor pay and conditions and the mill eventually went bankrupt and closed in 1965. It reopened after conversion to apartments after 2001.

A small hydro-power generator was installed in the mill race generating 100KW. More recently a self cleaning water intake screen was installed to ensure that the hydro power plant was able to operate at low and high flows without being blocked by leaves and debris.

Location 8 OS ref SK 17257 72799

Cressbrook Mill sluice gate

Contains "collision"



Possibly the original sluiceway

Location 9 OS ref SK 17335 72640

Cressbrook Mill gate pillar

Contains “cringe”



The original mill opened in 1779 but like many cotton mills, burnt down just a few years later in 1785. The new mill was built in Georgian style in 1814 and is now a Grade II* Listed Building, recently converted into apartments from 2001.

The buildings behind the mill are older and include the 'Prentice House' where child labour apprentices lived..

Location 10 OS ref SK 18217 71605

Monsaldale viaduct

Contains “manifests”



The 1862 Monsal Dale viaduct is one of the most impressive man-made sights in the Peak District. It has five brick arches and is Grade II Listed. It is also known as the Headstone viaduct.

The best views are looking down onto it from Monsal Head.

Until recently it was popular with adventure sports enthusiasts, both for abseiling and 'bridge swinging'. This meant anchoring ropes on one side of the bridge and hauling them up through the arch. The 'swinger' would then tie on and jump off, swinging under the arch. Swinging was thought to be too dangerous so cables have been installed beneath the bridge to deter swingers.

Location 11 OS ref SK 18358 71504

Headstone Tunnel west entrance

Contains “plastic”



The Monsal Trail climbs gradually from Bakewell to High Peak Junction. The Headstone Tunnel is the first of eight tunnels and is entered after Thornbridge and Great Longstone station. It passes beneath Monsal Head and emerges 487 metres later to cross the Monsal Dale viaduct with magnificent views down Monsal Dale and towards Cressbrook.

Location 12 OS ref SK 17179 72430

Cressbrook Tunnel east entrance

Contains “blanked”



Cressbrook Tunnel (431 Metres) and Litton Tunnel (471 metres) east entrances.

All the tunnels are lit during daytime and have a shared tarmac central ‘road’.

Location 13 OS ref SK 14247 73275

Midland Railway telegraph pole

Contains "treaty"



A forgotten piece of railway history is this solitary telegraph pole. Signal boxes and stations were linked by telegraph. These would have been all along the railway at approximately 20 metres apart.

Location 14 OS ref SK 13847 73244

Millersdale Station – south east corner

Contains “grapevine”



Before the Midland Railway opened in 1863, the Cromford and High Peak Railway was built in 1831 to link the waterways carrying freight. The Cromford Canal unloaded minerals and freight goods into wagons at Cromford Junction. The wagons were then hauled up inclined planes by stationary steam engines, climbing over 300 metres. Trains were pulled by horses on flat sections. After crossing the uplands of the Peak District, the railway lowered the wagons down Bunsall Incline into the Goyt Valley and on to Peak Forest Canal at Whaley Bridge. This was a two day 53 kilometre journey, and not for passengers.

Millers Dale Station opened in 1863. The huge expense of the engineering work was justified because it immediately made the Midland Railway the first choice for freight and passengers. Ruskin's complaints were ignored.

It reduced the journey time to cross the Peak District to less than a very leisurely day. The station closed in 1968 and reopened as a cafe and visitor centre in 2019.

Millers Dale was known as 'Patience Junction' because passengers had to endure long waits between connecting trains.

It was planned as a goods depot to serve Cressbrook and Litton cotton mills, and soon had a busy limeworks.

Millers Dale Station was once the largest on the Midland Railway Line due to its importance as a transfer station. It was very significant for moving quicklime as agricultural fertiliser from the Millers Dale Quarries and Lime Works.



MILLERS DALE



Once the largest station on the Midland Line

Built in 1863 by the Midland Railway, Millers Dale was an important railway junction, where Buxton passengers made connections with express trains running between London and Manchester.

The station originally had two main platforms but in 1905, three further platforms were added as well as the construction of a second viaduct across the valley. It was one of the few stations in England to have a Post Office.



Millers Dale was a hive of activity with farmers bringing in milk every morning to catch the 'Milk Train' whilst visitors came to seek the country air.

The railway also brought industry with it for it provided much easier access to the rich limestone deposits. It also meant that large quantities of stone could be transported and this is when intensive quarrying began. Quarries expanded and in 1876 a lime works opened up above the station, with a series of lime-kilns built alongside the track. Today, these areas are wildlife havens.

Millers Dale began to grow as a community with new houses built for the railway workers, lime-burners and quarrymen. Two hostleries were built to cater for both the workforce and the visitors brought by the railway.



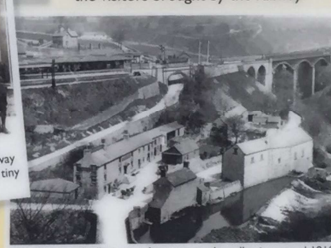
Millers Dale station and viaducts with a Manchester to London express in August 1952.



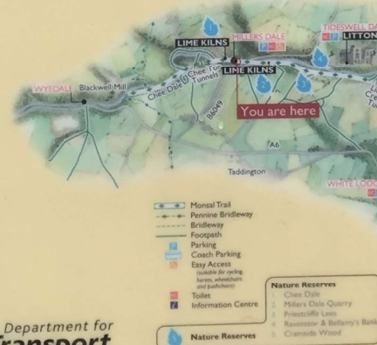
Train crossing the first Millers Dale viaduct around 1900.



Some of the station staff c.1910. The railway must have been a major employer in this tiny community.



The station and village seen from across the valley in around 1910.



Department for Transport

Today, you can enjoy 8 1/2 miles of traffic free walking, cycling and horse riding along this former railway, now the Monsal Trail; passing through the six open tunnels along the way. So why not explore the spectacular limestone scenery all the way from Bakewell to Wyedale near Buxton.

PEAK DISTRICT
NATIONAL PARK AUTHORITY

INFORMATION CORONAVIRUS (COVID-19)



Maintain social distancing of two metres for your own safety and others



Please respect local communities and those who may be at higher risk

The Monsal Trail is now a much loved country footpath, a jewel in the Peak District National Park's crown. It is easy to access, useable in all seasons and sheltered from extremes of weather.