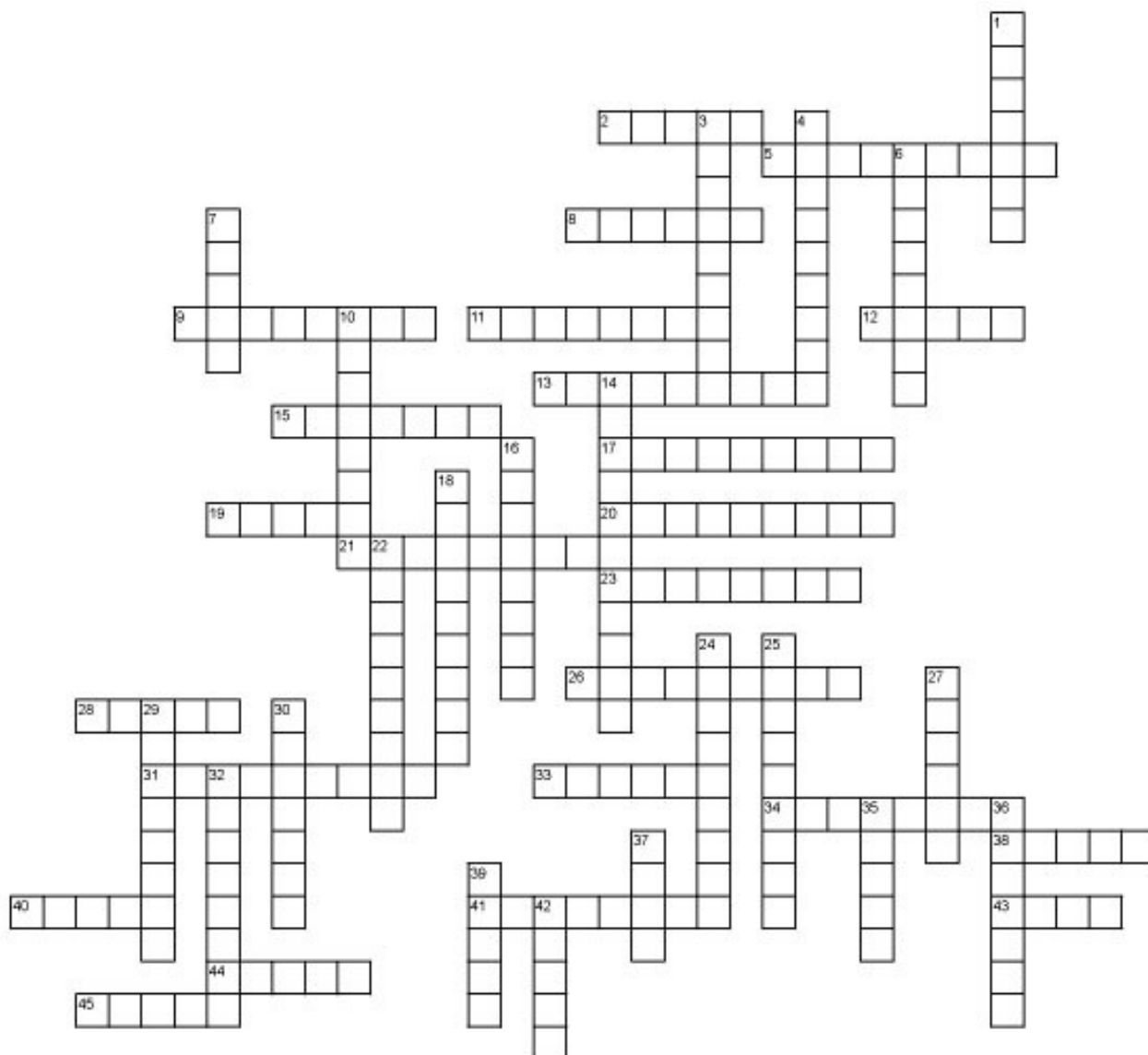


Cromford Moor Geocross V62

No contact geocaching and crossword

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To solve this crossword puzzle you need to visit the 15 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. One word appears twice, you only need it once for the crossword.

Clues

11 ACROSS the journey there

15 ACROSS map book

27 DOWN what the Beach Boys did

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 29108 55705	harps		
2	SK 29150 55748	appraised		
3	SK 29818 56121	corkscrew		
4	SK 29965 56155	pose		
5	SK 30019 56197	advice		
6	SK 30061 56206	atlas		
7	SK 30079 56200	imagined		
8	SK 29772 55890	outbound		
9	SK 29770 55734	legroom		
10	SK 29386 55355	corrosive		
11	SK 29453 55330	surfed		
12	SK 29443 55618	homes		
13	SK 29287 55750	recliner		
14	SK 29205 55712	woven		
15	SK 29135 55703	critic		

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 from Black Rock car park.

Location 1 OS ref SK 29108 55705

Cromfordmoor Mine roadside structure

Contains “harps”



Most visitors to the Black Rock car park come here to walk or cycle along the High Peak Trail, which follows the route of the 53km Cromford and High Peak Railway which opened in 1831. The railway connected canals at Cromford and the Peak Forest Canal at Whaley Bridge and carried minerals and freight. It took two days to complete the journey.

Each incline needed a stationary steam engine to haul and lower wagons.

The railway had 6 inclined planes with stationary engines. The railway had to climb 330 metres (1000 feet) from the canals to reach the limestone plateau. Once on the plateau the wagons were horse drawn on the flats for the first 30 years of operation.

The Cromford and High Peak Railway operated for 61 years. It was closed in 1892 when an easier rail route was opened.

Many visitors think that these old structures near the Visitor Centre are something to do with the railway but in fact they go back much longer, to Elizabethan times. Cromford Moor was a major lead mine between 1600 and 1950. The lead mining industry in Derbyshire goes back to Roman times, and reached its most productive period in the 300 years between 1600 – 1900.

The chimney structure is the remains of a winding house built in 1818. Nearby is a metal grill over a very deep shaft, possibly the 420 feet (126 metres) that miners had to descend to reach the lead workings of Gang Vein. More recently the mines produced calcite.

Location 2 OS ref SK 29150 55748

Boundary marker LNWR/Co

Contains "appraised"



London and North Western Railway Company operated the railway from 1846 to 1892. This company took over the operations of most of the smaller railway companies and eventually became the West Coast Main Line. It was at one time the largest railway company in Britain, and was closed in 1922.

Location 3 OS ref SK 29818 56121

Cromford Moor sign

Contains “corkscrew”



Cromford Moor is within an 84 hectare Forestry Commission woodland. It is designated an open access area under the Countryside and Rights of Way Act 2000. There is public access to a network of paths; some are rough and rocky. There is a fixed course orienteering trail. Parts of the woodland have 'No Access' signs.

Under the current Woodland Management Plan there is an intention to reduce invasive conifers and create natural heather moorland and grasslands habitats.

Location 4 OS ref SK 29965 56155

Reservoir

Contains “pose”



This small reservoir was needed to provide water to the Top Engine House above the Sheep Pasture incline. The top static steam engine sat at the head of the incline. It needed a continuous supply of water for its boilers.

Location 5 OS ref SK 30019 56197

Sheep Pasture Top viewpoint sign

Contains “advice”



Cromford is at the east end of the High Peak Trail, a walking and cycling path on 28km of the former Cromford and High Peak Railway. This viewpoint overlooks the Derwent Valley, which was added to the list of World Heritage Sites in 2001 for its significance as a birthplace of the Industrial Revolution. A new type of workplace, the ‘Factory’, began here.

Factories used the water power and mass production ideas which began here and were copied throughout Britain and the world.

Arkwright’s Mill at Cromford was the first water-powered cotton mill in the world, importing cotton from India and exporting finished cotton goods. His methods of organising his workforce and mass production caused Arkwright to be known as the father of the factory system. Masson Mill is an example of one of his later mills.

Transport infrastructure was needed to serve the industrial activities, and canals and later railways came to Cromford.

Location 6 OS ref SK 30061 56206

Sheep Pasture Incline

Contains "atlas"



Cyclists are advised to dismount. However, an inclined gravel track at 1 in 8 gradient would probably not cause any concern to mountain bikers.

The Sheep Pasture Incline is the first of four inclines needed to haul wagons up 330 metres (1000 feet) onto the limestone plateau of the Derbyshire Peak District. It has a gradient of 1 in 8. The Cromford and High Peak Railway opened in 1831 and carried goods between Cromford Canal and Peak Forest Canal at Whaley Bridge. It often took two days to complete the journey. After the inclined planes, the wagons were horse drawn on the flats until they were replaced by the arrival of steam locomotives in the 1860s.

A stationary beam steam engine powered a pulley system to haul or lower the wagons. They were attached by hemp rope, and later chains. In 1888 a broken chain near the top released a brake van which picked up speed to 140 mph as it neared the bottom. It left the lines at the curve into High Peak Junction and jumped over the canal and a double railway line before landing in a field. A catch pit was installed and served its purpose on more than one occasion.

The Cromford and High Peak Railway operated for 61 years. It was closed in 1892 when an easier rail route was opened.

Location 7 OS ref SK 30079 56200

Sheep Pasture Top Engine House

Contains “imagined”



A static steam engine operated here from 1830 to 1967. Long after the Cromford and High Peak Railway closed the inclines were still being used for limestone quarry freight.

Wagons were attached to a rope and later chains, before being hauled up or lowered down the incline on tracks.

Location 8 OS ref SK 29772 55890

Memorial Wall

Contains "outbound"



A short lived Cremation Memorial Wall built in partnership with the Forestry Commision in 2018. This was an initiative to use Forestry Commission land to bring permanent personal memorials to the public.

The gap in the wall was once filled with slate panels to which stainless steel plaques for named individuals were fixed. It was popular and well used for a short time.

It is in a fairly remote location high up on Cromford Moor and sadly only survived a few years. The memorial plaques have been ripped out, possibly by vandals, or stolen for scrap value.

It might still be there if it had been sensibly located in full view.

Location 9 OS ref SK 29770 55734

Five Ways pedestrian gate

Contains "legroom"



This is Five Ways Junction.

The high point of Cromford Moor was known as Big Plantation, and until recently a Forestry Commission conifer plantation, part of an 84 hectare woodland. A substantial part of the conifer plantations have been felled. The recovering land is now grazed by cattle and becoming colonised by native vegetation. This meets the current Woodland Management Plan which sets out to reduce invasive conifers and create natural heather moorland and grassland habitats.

Wind the clock back 250 years and that is how Cromford Moor then appeared; a wild moorland heath.

Location 10 OS ref SK 29386 55355

Cromford Moor trig point

Contains "corrosive"



The high point of Cromford Moor at 323 metres height. Sadly the traditional trig point is dwarfed by the neighbouring Television Tower.

Location 11 OS ref SK 29453 55330

Television Mast south corner

Contains "surfed"



A cluster of telecommunications buildings and towers. The Television Tower is a relay transmitter. A smaller tower nearby is a DAB transmitter. This is for Digital Audio Broadcasting which is taking over from Analogue FM Radio. DAB is a more efficient use of bandwidth so can carry many more radio channels than analogue.

Location 12 OS ref SK 29443 55618

Millstone

Contains “homes”



The quarried edge of Ashover Gritstone known as Barreledge Quarry is just below the edge of Cromford Moor, more recently the former woodland of Big Plantation.

An abandoned millstone with symbolic carvings in a small quarry.

Location 13 OS ref SK 29287 55750

Black Rock north west foot

Contains “recliner”



Black Rock is a spectacular gritstone tor, sadly very hard to see through a dense mass of trees. The west face is visually the most prominent, yet has an enigmatic setting.

Black Rock is important in the history of British rock climbing. It was a birthplace for the sport of rock climbing and Sheffield cragsman JW Puttrell climbed here in 1890. It was climbed on by gritstone pioneers from the nearby cities of Derby & Nottingham because it was easily accessed by public transport.

Although there are many rocks, the correct name is singular, Black Rock. No s. But you will find it often named Black Rocks, even on local signs (see Location 14 below).

The rock is an Ashover Gritstone. Most people see the rock tor of Black Rock and think it an amazing jumble of massive boulders, but in fact is a single lump of weathered gritstone.

Few bother to consider the puzzling massive slope of limestone scree on the west side.

The gritstone crag is ancient but the limestone scree is comparatively recent. It is waste limestone from centuries of lead and calcite mining.

Location 14 OS ref SK 29205 55712

Cromford Moor Mine sign

Contains “woven”



The scree slope has been formed by centuries of Cromford Moor mine waste. The lead mining became an industrial operation in Elizabethan times, around 1600. Over the next 350 years the mines extended 1500 metres distance under Bolehill. Lead miners followed mineral veins in the underlying limestone. Gritstone always lies above the limestone in Derbyshire, but the Bolehill anticline behind Black Rock meant the lead veins ran uphill, and waste was brought to the surface and tipped down the slope, giving the appearance of a 'scree' slope.

Location 15 OS ref SK 29135 55703

Horse trough

Contains "critic"



From 1831 stationary steam engines hauled and lowered wagons on the six inclines of the Cromford and High Peak Railway. The rest of the 53km railway used horses to haul the wagons along level sections. Train locomotives came later, gradually replacing the horses by 1862. Horses needed drinking water, not so easy to provide on a free draining limestone plateau.