Appendix 2 – Catalogue of HER Data. ARCUS 2006 SURVEY SITES NOTED IN BOLD.

Key to DHER UID Legend: **MDR10625** = Polygon, MDR10625 = Point, MDR10625 = Polyline.

DHER UID	MON TYPE	PERIOD	NAME	SUMMARY
MDR10625	RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (East), Chapel Milton	Late 19th century railway viaduct. The later of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The second viaduct was completed in 1902 and carried the Buxton - Sheffield line. Gritstone viaduct with stone arches, built in 1892 to 1893. Engineered by J A McDonald. Built by former Midland Railway to link with its new trans-Pennine route via the Hope Valley and Cowburn Tunnel, opened in 1894. Passenger services withdrawn in 1968, but still used for heavy mineral traffic from Buxton area to South Yorkshire and East Midlands. The south boundary of the Peak Forest Tramway is locally formed by a viaduct pier. **ARCUS 2006 Feature No. 18c3**
MDR10946	AIR RAID SHELTER	Modern	Air Raid Shelter, Forge Mill, Chapel-en-le-Frith	World War II air raid shelter. Air raid shelter built c. 1939 for Forge Mill workers during World War II. The shelter is visible as a flat-topped earth bank with a plantation of coppiced woodland to give camouflage from aerial observation. **ARCUS 2006 Feature No. 9h1a**
MDR10959	STONE QUARRY	Post Medieval	Stone Quarry, Milton, Chapel-en-le-frith (site of)	Site of stone quarry. Former quarry site built over by Ferodo water works. **ARCUS 2006, Feature No: 19h1**
MDR483	BARN, FARMHOUSE	Post Medieval	Lower Courses farmhouse and barn, Crossings Road, Chapel-en-le-Frith	17th century farmhouse and barn with later additions and alterations

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MDR484	INN	Post Medieval to Modern	Old Hall Inn, Whitehough, Chapel-en-le-Frith	Inn/Public house, partly 17th century with later additions and partly early 19th century
MDR485	BLEACH WORKS, MILL POND, PAPER MILL, WEIR, RAILWAY SIDING	Post Medieval	Forge Mill, Chinley	19th century paper mill/bleach mill linked with the Peak Forest Tramway via sidings. The extent depicted on the map is that of the 19th century works and mill pond.. **ARCUS2006 feature 14.**
MDR490	RAILWAY SIDING, TRAMWAY	Post Medieval	Tramway Sidings, New Road Kilns to Brookside Road, Buxworth, Peak Forest Tramway	Mid 19th century tramway sidings. Tramway opened soon after the completion of the Peak Forest canal branch to Buxworth in 1800. The Peak Forest Tramway was opened soon after the completion of the Peak Forest Canal to Buxworth Basin in 1800. The tramway network was built to bring in limestone and gritstone from the local quarries to the canal at Buxworth, where it would be burnt for agricultural use or transferred to the canal. Just to the east of the basin, the tramroad splayed into a whole network of spurs and sidings serving the kilns and various wharves. The most conspicuous visible remains of the tramway at the wharf is the 10-15 ft millstone grit embankment and bridge over Black Brook, and an adjoining path which took the most northerly branch of the tramway to the kilns on the north side of Black Brook. Just to the east of the raised section is a line of 10 gritstone sleepers. Siding running east from the New Road kiln mouths platform, past the weighbridge house, to join the elevated tramway branch. Built in the late 1860s as a solution to the New Road kilns bottleneck, and to avoid gritstone traffic between Crist/Barren Clough quarries and the basin. Raised trackbed above gritstone retaining wall. **ARCUS 2006 Feature Nos 5a, 5a1, 5a1a, 5a3, 5a3a-b, 5a4, 5e1**
MDR497	PAPER MILL, RESERVOIR	Post Medieval	Reservoirs, Stephanie Works (Whitehall Paper Mills), Chapel-en-le-Frith	19th century reservoirs for processes at paper mills. Reservoirs associated with Whitehall Paper Mills (SMR 3599) on the opposite side of the Peak Forest Tramway. They were presumably for process water rather than for powering machines, as water for the latter was provided by the millpond to the north-east.

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				Walled reservoir compound. Mortared gritstone rubble wall in two sections, with concrete step flight between. The embayment houses water storage reservoirs for processes at Stephanie Works, with additional space at west end. Present on 1879 OS map. Reservoirs presumably for process water, rather than for powering machines, as this was provided by the millpond. **ARCUS 2006 Feature No. 9b2**
MDR543	CORN MILL	Post Medieval	Milton, Corn Mill	Post medieval corn mill in use until the mid 19th century. Corn-mill on the bank of Huckholme Brook. It was pond fed, although the pond has now gone. The mill has a stone roof. It was used for grinding corn until the mid 19th century. The wheelhouse survives as a lean-to at the rear of the building [in 1970]. It is unclear whether this building is still in existence. The record's polygon has been plotted using the OS maps and overlies a later 'works' building.
MDR551	RAILWAY VIADUCT	Post Medieval to Modern	Railway Viaduct (West), Chapel Milton	Mid 19th century railway viaduct. The earlier of two great curving stone railway viaducts at Chapel Milton, carrying two sides of the triangular railway junction between the Midland Railway lines to Manchester, Sheffield and Buxton. The viaducts span the Chapel-Glossop road, the Black Brook and the course of the Peak Forest Tramway. The first viaduct was completed in 1866 and carried the Buxton - Manchester line. **ARCUS 2006 Feature No. 18c1**
MDR562	CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond. Now used for storage. The 1st ed. 25" OS map of c. 1880 names the building as a 'Paper Staining Mill', with a chimney to the north On the 2nd edition it is described as a 'Wadding Mill'.
MDR562	CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond.
MDR562	CHIMNEY, MILL POND, PAPER MILL, WATERMILL	Post Medieval	Bridgeholm Mill, Bridgeholm Green, Chinley	19th century paper mill, chimney and mill pond
MDR562	CHIMNEY,	Post Medieval	Bridgeholm Mill,	19th century paper mill, chimney and mill pond

				photograph. 22-25
MDR9540	RAILWAY WORKERS COTTAGE, TRAMWAY	Post Medieval	Former Lengthsman's House, East of Forge Mill Reservoir, Peak Forest Tramway	Late 18th/early 19th century Lengthsman's house. The remains of a structure contemporary with the Peak Forest Tramway (shown on the 1st edition OS) situated just south of the tracks. Three tumbled walls survive, of roughly dressed gritstone blocks, held together with a lime mortar. The last remains of plaster on the interior walls can still be seen. The structure is approximately twelve metres long, four metres wide and 1.6m at its highest point. The function of the building is unclear, but was possibly a plate layer's cabin. Ruins of two small rubble gritstone structures, with brick outshot, set against a quarried face in a rectangular enclosure to the south of the trackbed. The surviving remains suggest a dwelling to the west end, having the remnants of a chimney flue against the south wall, built into the bank, and an attached earth closet. A smaller structure to the east appears to have been a cart shed or store. It is probably a former lengthsman's house, built 1794 to 1796, but rebuilt 1803 as it was in the way of track widening. **ARCUS 2006 feature 16**
MDR9542	REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR9542	REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay
MDR11899	PRIMITIVE METHODIST	Post Medieval	Primitive Methodist Chapel,	A former 19th century Primitive Methodist Chapel, Whitehoughhead Lane, Whitehough that is now a private residence. The 1st ed. 25" OS map c. 1880 shows a

			Forest Tramway	painted on when in use. Milepost 16, installed in the 1880s, one of the canal/tramway mileage indicators. **ARCUS 2006, Feature 11f2b**
MDR538	CHAPEL	Post Medieval	Chinley Chapel-(independent)	
MDR563	MILL, DAM	Medieval	Hill End Mill (site of)	Site of a mill (not now visible) & a dam (partly visible). No known date or other information. Dressed stone occasionally found in the field.
MDR9534	TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Whitehough : Peak Forest Tramway	Nine exposed stone sleeper blocks, presumably in situ. Where visible, the blocks have three holes in them. This area is still used as a road and this has caused the sleepers to become exposed. *ARCUS 2003. Feature number: 10, Digital photograph. 19*
MDR 9535	REVETMENT	Post Medieval	Retaining Wall, near Whitehough Sewage Works, Peak Forest Tramway	Boundary wall retaining the Peak Forest Tramway track alongside Black Brook. Constructed of drystone irregular gritstone blocks, approximately one metre high. The wall is repaired in places and is overgrown with moss, vegetation and has large trees growing out of it. In the section after Whitehough Head Lane, the wall is very tumbled. From Forge Mill to the sewage works the wall has been completely rebuilt. *ARCUS 738b. Feature number: 11 Digital photograph. p 20*
MDR9536	TRAMWAY	Post Medieval	Stone sleeper block, nr. Whitehough Head Lane: Peak Forest Tramway	Stone sleeper block, possibly in situ. There are three holes in its upper surface, not in alignment. The general line of the holes is in line with the track, whereas in other locations the line of the holes is perpendicular to the direction of the track. *ARCUS 738b. Feature number: 12 Digital photograph. p 21*
MDR9539	TRAMWAY	Post Medieval	Stone sleeper blocks, Forge Mill; Peak Forest Tramway	Fifteen stone sleeper blocks are exposed. Where visible, the blocks have three holes in them which are perpendicular to the direction of the Peak Forest Tramway track. The middle hole of the three is set slightly out of line to the other two and is slightly above. Some of the blocks show an indent for the saddle. The blocks are probably in situ. *ARCUS 2003. Feature number: 15, Digital photograph. 30*
MDR10947	CULVERT	Post Medieval	Culvert, East of Forge Mill, Peak Forest Tramway	Late 18th century stone culvert. Buried southern mouth of a stone-built culvert beneath the Peak Forest Tramway trackbed, immediately west of a ruined lengthsman's house. The culvert carries a small stream flowing along a field boundary across into a leat where it enters the Forge Mill reservoir; it may have been cut deliberately to bring water into the pond. Built in 1794, then lengthened for the 1803 widening of the track. A galvanized tube section on the north side suggests recent repair.

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				ARCUS 2006 Feature No's 9h2c, 11h1a
MDR10954	CULVERT	Post Medieval	Culvert, Sewage Works east of Forge Mill, Peak Forest Tramway	Late 18th/early 19th century slab culvert of box section. Slab culvert of box section running under the trackbed towards the west end of the sewage works; fed by a drain from the south,and apparently exiting via a piped culvert under the sewage works to a visible exit in Black Brook. Constructed between 1795 and 1803, and originally flowing into an open channel before construction of the sewage works in the 20th century. Presumed to have been drystone originally. **ARCUS 2006 Feature No's 9i2, 11j3a**
MDR10958	FIELD BOUNDARY, TRAMWAY	Post Medieval	Field Boundaries, Chinley South Junction, Peak Forest Tramway	Late 18th century drystone field walls. Drystone field walls, some with vernacular and some with formal castellated copestones, possibly enclosing land owned by Peak Forest Tramway. Perhaps built 1795-1796 as part of original construction. Modern squeeze stile in eastern section, and further east a tumble of large gritstone blocks. **ARCUS 2006. Feature Nos 19d, 19e, 19e1, 19g, 19g1-2**
MDR10960	REVETMENT, STEPS, TRAMWAY	Post Medieval to Modern	Retaining Wall, Hayfield Road, Chapel Milton, Peak Forest Tramway	Early 19th century boundary and retaining wall, with one original set of steps for a footpath crossing. Low drystone boundary and retaining wall of gritstone blocks, for steep slope of Peak Forest Tramway. Wall presumed to belong to the 1803 widening. Two sets of steps set into the bank for footpath crossings, the easterly one presumed to date from 1803, the westerly one probably dates from the 1949 road widening. Both sets of steps now redundant as footpath diverted south of new A6 flyover. **ARCUS2006. Feature Nos 19j, 19j1-2**
MDR11199	ROAD	Roman	The Roman road between Buxton and Melandra	Possible route of a road running between the Roman settlement (and fort?) at Buxton and the fort at Melandra. The existence of a Roman road running between Buxton and the fort at Melandra had been noted in 1886, with the comment that 'from time to time fragments have been observed', while a length of agger was mentioned in 1903 as being part of this road, which was 'further discernible to the left of the turnpike leading to Dove Holes, but … lost to the north of the great lime-ash heap there'. From 1970 the course of the road was more systematically traced from just north of Buxton to within three miles of Melandra Roman fort. Seven sections along its line were excavated.

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				In 1982 a brief summary of further work was published, with some slight adjustments to the final course at the northern end approaching Melandra Castle. Evidence from the sections that had been excavated across the road in the past indicated that it had a usable width of between 17ft (5.2m) and 22ft (6.7m) and was surfaced with river gravel over a sand foundation. This reflects the proximity of the river to seven out of eight of the sections. In 1999 a full account of the possible course of the road was produced, together with a series of photographs. In some places the road is still visible as an earthwork and its course can be traced with some confidence, although it is increasingly being destroyed. Elsewhere, the line of the road is conjectural.
MDR9531	REVETMENT, BOUNDARY WALL	Post Medieval	Retaining/boundary wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Low drystone retaining wall, constructed of irregular gritstone blocks & roughly dressed gritstone blocks. The wall stands approximately one to two metres at its highest point, and is built at the bottom of a steep slope into which the trackbed is cut. **ARCUS 2006 738b. Feature number: 7**
MDR9532	REVETMENT	Post Medieval	Retaining wall, Lower Crest Cottages to Stephanie Works: Peak Forest Tramway	Drystone retaining wall holding up the Peak Forest Tramway track at the edge of a slope down to Black Brook. Constructed of irregular gritstone blocks, approximately one metre high. The wall is covered in moss, vegetation and trees and has been repaired in parts. **ARCUS 2006. Feature number: 8**
MDR9533	REVETMENT, BOUNDARY WALL	Post Medieval	Retaining /boundary wall, Stephanie Works to Sewage Works: Peak Forest Tramway	Low drystone retaining wall, in the vicinity of the Whitehall Paper Works. Constructed of irregular gritstone blocks, the wall stands approximately 1.2m at its start. The wall also becomes a boundary wall. *ARCUS, 2003. Cromford & High Peak Railway and Peak Forest Tramway Survey. Digital photograph. 18*
MDR9541	TRAMWAY	Post Medieval	Stone sleeper blocks, nr. Forge Mill; Peak Forest Tramway	Two groups of stone sleeper blocks. The first set of four have impressions of saddles and two holes, the third one appears to be under mud at the edge of the track. The hole that is off-line is toward the opposite direction to the stone sleeper blocks recorded under SMR 3601, suggesting that the position of the sleeper block/saddle was not important to orientation as long as the track could run the correct way. The

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				second set of six blocks are exposed. Further along from the two sets of blocks, alongside the sewage works, are a high number of blocks with both rows exposed; they display saddle impressions and three holes perpendicular to the direction of the track. *ARCUS 2003. Feature number: 17, Digital Photograph: 33-38.*
MDR9542	REVETMENT, TRAMWAY, LIME KILN, SPOIL HEAP	Post Medieval	North Boundary Wall,Waste Bank, Limekilns and Loading Bay, Charley Lane to Stodhart Tunnel, Peak Forest Tramway	Late 18th century drystone retaining and boundary wall, waste bank, limekilns and loading bay. Drystone retaining wall, constructed of irregular gritstone blocks, approximately 1.5m high. Badly tumbled with sections fallen out at the beginning. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded. Former north boundary wall and retaining wall, running east from Charley Lane to Stodhart Tunnel. Much was probably part of original, 1794 to 1796, revetment, although some sections are late 19th century replacements. The western end became the north boundary of the west part of the Ferodo test track, which was probably tarmac over in situ stone blocks. Western section of retaining wall and embankment, now buried under A6 embankment. Waste bank between Peak Forest Tramway and Hayfield. Road possibly contains excavation waste from Stodhart Tunnel. The exact site of limekilns and a loading bay by Hayfield Road is uncertain. **ARCUS 2006 Feature No. 18a, 18b, 18c2, 18d, 18d1-3, 18e**
MDR9543	TRAMWAY, REVETMENT, VIADUCT	Post Medieval to Modern	South Boundary Wall and Viaduct Piers, Charley Lane to Stodhart Tunnel, Peak Forest Tramway, Chapel-en-le-Frith	19th century drystone retaining wall, boundary wall and viaduct piers. Section of Peak Forest Tramway track owned by Federal Mogul. The first part of the track has been tarmaced as a road used for brake testing. The second part, to the east of two viaducts, has a series of buildings constructed on it that are used as a water treatment works. The area is inaccessible, but could be viewed from a footpath. The only original features remaining are a retaining wall on the north side of the tracks and another on the south side, which could not be recorded.

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				Removed section of south boundary wall running east from Charley Lane, and surviving south boundary wall, now incorporated into Ferodo test track boundary, running eastwards to Chapel Milton. Drystone retaining wall, with free-standing sections, probably part of 1803 track widening. Also Chapel Milton railway viaduct piers and wall sections between and immediately to the east. Earlier viaduct piers constructed 1863 to 1866; later viaduct piers and retaining wall constructed 1893 to 1894. Also southern boundary wall running eastwards to Stodhart Tunnel, probably part of 1803 track widening; some parts of wall missing and some rebuilt in 1980s. **ARCUS 2006 Feature Nos 19a, 19b, 19b1, 19c, 19f1-4, 19h, 19k, 19k1**
MDR9592	TRAMWAY	Post Medieval to Modern	Peak Forest Tramway - general record	Tramway opened in 1796 and in use until the mid 1920s. The Peak Forest Tramway was built to connect limestone quarries at Dove Holes with the Peak Forest Canal Basin at Buxworth. The tramway was double track with L-angle rails laid on stone sleepers. The line was pitched at a constant gradient, enabling loaded wagons to travel down by gravity. Horses were used to return the empty wagons, which were similar to Tyne Chaldrons. The tramway had a self-acting incline at Town Bend, Chapel-en-le-Frith. At Stodhart tunnel the line was single track, with cut and cover bore under the gardens of a house in Chapel-en-le Frith (owned by Ferodo Ltd in 1965). The southern portal of the tunnel is now filled in. There were several bridges, limekilns etc at Buxworth and branches to several quarries. Remains at Dove Holes have mostly been disturbed by quarrying. The tramway was used until WWI, and the track was lifted in the early 1920s. The original tramway, laid in 1795, was of 36" cast-iron plates of 56 pound per yard of weight; in 1803 the tramway was doubled except for the tunnels and some plates. In 1865 the whole tramway was relaid with 9" steel plate-rails rolled at the GCR Foundry at Gorton, Manchester. Some of the original 36" rail was used on the sidings and branches. All dismantled and sold for scrap in 1928. A Conservation Management Plan has been prepared for the route of the Peak Forest Tramway. The tramway, extending from a complex of limestone quarries at Dove Holes Dale to the terminal basin of the Peak Forest Canal at Bugsworth, west of Chinley, was opened in 1796. It is an important early example of a form of horse-drawn railed-way built according to the model specified by Benjamin Outram, widely

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				copied elsewhere in England and Wales. Part of the route near Bugsworth canal basin is a Scheduled Monument, while surviving warehouses at Chapel en le Frith are under consideration for inclusion in a Conservation Area. The Management Plan forms the final stage of a three stage programme to examine in greater detail the surviving features of the tramway, assess their historical significance and vulnerability and propose a series of management policies for their conservation and interpretation.

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