

# Redcar & Cleveland Ironstone Heritage Trail



this is Redcar & Cleveland

## Redcar & Cleveland Ironstone Heritage Trail

*Redcar & Cleveland Ironstone Heritage Trail celebrates the iron and steel history of the Borough. Linking Eston and Skinningrove, the two areas that were both integral to the start of the industry, the trail follows public footpaths passing industrial sites. One aspect of the trail is that it recognises the commitment of many of the villages and community groups that are promoting the importance of heritage in their area.*



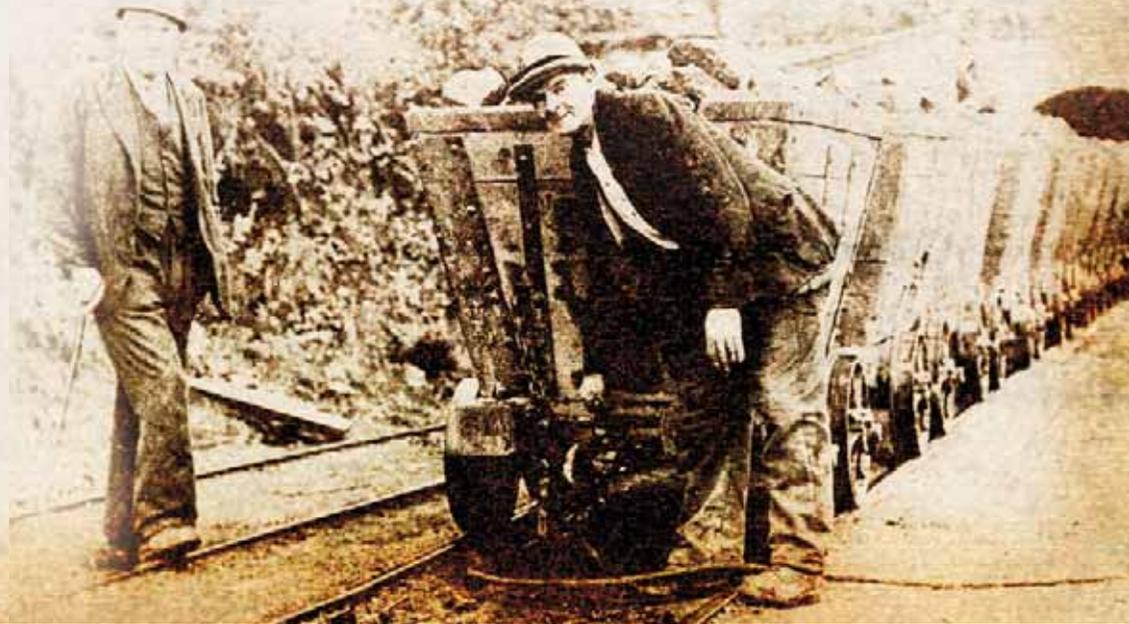
Loftus Ironstone Mine Entrance

## The History of Mining

Ironstone mining began in Redcar & Cleveland in the 1840s, with the collection of ironstone from the foreshore at Skinningrove. A drift mine was opened in the village in 1848. The ironstone industry on Teesside grew rapidly following the discovery of the Main Seam at Eston on 8th June 1850 by John Vaughan and John Marley. In September a railway was under construction to take the stone to both the Whitby-Redcar Railway and the River Tees for distribution by boat. The first stone was transported along the branch line from Eston before the end of 1850. Many other mines were to open in the following twenty years as the industry grew across the Borough.

## Ironstone Villages

A number of small villages grew up in East Cleveland centred around the ironstone mines and the differing facilities available at these villages. Those that were established by Quaker families did not permit public houses to be built. At New Marske, the owners of Upleatham Mine, the Pease family, built a reading room for the advancement of the mining community. In many villages small schools and chapels were established, for example at Margrove Park. At Charltons, named after the first mine owner, a miners' institute, reading room and miners' baths were built.



## Mine Owners

A range of different people owned mines; those who owned ironworks and wanted their own source of iron ore, local landowners, and those people who today would be classed as "venture capitalists". Companies such as Bolckow and Vaughan secured the large mineral royalty at Eston, whilst smaller companies opened mines in East Cleveland. The Pease Brothers created new railways to access areas for themselves where mineral royalties had not been secured. The Pease Brothers extended the Stockton and Darlington Railway in order to open mines in new areas and obtained mineral royalties along the route at Hutton near Guisborough.

Two men important in establishing the ironstone industry were not from this area; both met on Tyneside in the 1830s. Henry Ferdinand Bolckow was born in Germany in 1806 and came to Newcastle, initially as a merchant.

He later became the first Mayor of Middlesbrough in 1853 and MP for the town from 1868. John Vaughan was born in Worcestershire in 1799. From an early age he was working in the iron industry, moving from south Wales to Cumberland before settling in Tyneside as the manager of the Walker Iron Works. John Vaughan married the sister of Bolckow's wife and the two families moved to Teesside in 1839 to open an ironworks. Following years of struggle to secure a constant supply of ironstone, John Vaughan went prospecting for stone on the Eston Hills.



## Life as a Miner

It was a dangerous job as an ironstone miner, working underground, from 1850 until the mines closed in 1964. The job of a miner was dirty, physically demanding and dangerous, often resulting in personal injury leading to a period of unpaid time off, long-term incapacity or death. Miners worked in pairs with one man winning the stone and a second filling the tubs. Payment was based upon the number of tubs filled. A token was placed in each tub to ensure the right person was paid. Working beneath ground miners would take only a drink of cold tea and a sandwich to eat for a day's work.



## Family Life

The miner's wife would be working in the house first thing in the morning, partly to avoid being seen by the men on their way to work.

The miner's superstition, that it was unlucky to see a woman before going to work, meant that if he did so he would return home and not work in the mine that day. The household budgets, food, clothes and family life were managed by the wife. This was a tough task to make ends meet on a very tight budget, with the wife being a diplomat, seamstress, and cook as well as looking after the children. Life as the child of a miner would be no less hard, attending a local school with the strong likelihood of leaving school at 14 to gain work to bring money into the family home.



## Route of Car Tour

A circular tour visiting heritage sites in Redcar & Cleveland starting and finishing at Eston. This tour links a series of sites and museums across the Borough.

**From Eston Square:** Head west along the B1380 to Normanby traffic lights. Turn left at the lights and follow the road over the A174, take the turning on the right (Brown tourist sign) to **Flatts Lane Country Park**.



Gisborough Priory

**Facilities include:** trails, toilets, keep fit area. From the Country Park, continue south to the A171, turn left. Follow the road for 3km, at the roundabout turn right for **Guisborough Forest and Walkway visitor centre** (Brown tourist sign).

**Facilities include:** Visitor Centre, Trails, Shop, Cafe. Return to the A171, follow the road towards Guisborough (Priory ruins, Tourist Information Centre, town museum) take the A173 to Skelton. At the traffic lights go left, downhill to the A174, turn right at roundabout and follow the road to Carlin How.

Go through the village, at the bottom of Loftus Bank is a brown sign to turn left to **Cleveland Ironstone Mining Museum** at Skinningrove. Facilities: Shop, guided tours, drinks available.

**From Skinningrove:** Return to the main road, turn right (west) and head along the A174 at Skelton. Turn right at the second roundabout to Saltburn. Saltburn, is a Victorian town that flourished after the railway arrived in 1861.

**Facilities in the town:** refreshments, toilets, cliff lift, pier, sculptures. Go west out of the town on Marske Road to reach the A174. Turn right at the roundabout, go to Marske, (**Winkies Castle Museum**) then along the A1085 to Redcar. On the Promenade in Redcar you will find the **Zetland**



Zetland Lifeboat Museum

**Lifeboat Museum** and the **Vertical Pier**.

**Facilities in the town include:** toilets, refreshments and Tourist Information Centre. Leave the town on the A1042 to **Kirkleatham**

**Museum.** A museum with displays about Ironstone Mining, Social history and Anglo-Saxon treasure from Loftus, as well as a changing programme of exhibitions. Facilities: Cafe, shop, toilets, children's play area. From Kirkleatham go along the A174 past Lazenby, at Lackenby take the B1380 to return to Eston Square.

## Ironstone Walking Route

The trail commences at **Eston Square**, from here walkers will pass a range of sites relating to the iron and steel heritage of Redcar & Cleveland on a **27km (17 miles) walk to Skinningrove**.

**First head east, pausing at the site of the former hospital, turn south off the High Street at California Road.** Here, the first purpose-built ironstone miners' cottages were constructed at Old Row in 1852. Behind Old Row is The Square which, with Cross Street, formed the original community of "California" at Eston. For further information see the panels at California produced by Eston Residents Association.



California Houses



California Houses

## Eston - Gisborough Priory (12km)

**From The Square take the path to the south east under the Parkway, uphill along New Bank Incline.** This was constructed in 1853 to transport ironstone down from the open drift mines and quarries to the tipping yards at Eston. At the top of the ascent, New Bank Drift Mine is straight ahead. At this level there was a tramline that transported the stone across the face of the hills from the various quarries and drifts down to Eston, via one of three inclines, Old, Trustee and New Bank. **Continue west (towards Normanby) before taking a path up to the top of the Eston Hills.** At the summit is Eston Nab, an Iron Age hillfort constructed around 500BC.

**Follow the path along the summit westwards (towards Normanby).** Down the hill the remains of quarries from the mines are visible. **Take the path to the left and head south until reaching a beck after 500m.** In front of you is a



Guisborough Forest and Walkway Visitors Centre

small shale tip from Upsall Mine (1866-1945), now known locally as "Ghost Town". It is reported that much of the water and provisions to the community came from Eston and up the mine shaft at Upsall.

**From here, cross the beck and take the path on the right beside the field. Continue for 1km, passing a farm track before turning and heading south towards Guisborough.** Before the A171 road, near the Cross Keys public house, the footpath goes over an embankment. This is the trackbed of the Cleveland Railway, constructed to bring the stone from the south side of the Eston Hills to Teesside via Normanby.





Walking Route



Sea



Driving Route



Visitors Centre



Built Up Area



Toilets



Open Area/  
Farmland



Car Parking



Moorland



Museum



Woodland

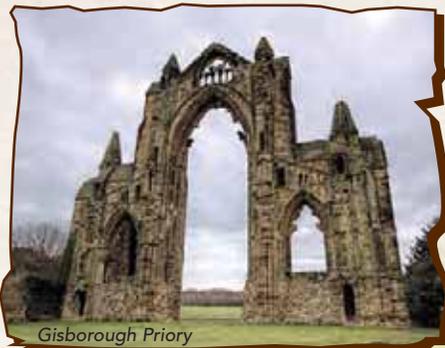


Community  
Heritage Trails

Carefully cross the A171, head south across two fields, at the railway (formerly Middlesbrough-Guisborough Railway) head east to Pinchinthorpe. At this point there are fine views to the south, with Roseberry Topping visible as a prominent landmark. Ironstone was excavated from beneath the hill between 1880 and 1926. From Pinchinthorpe the railway went to Hutton, where J W Pease operated a mine and built houses for miners. Continue into Guisborough to Gisborough Priory following the waymarked route from the visitor centre to the town.

## Guisborough-Skinningrove (15km)

From Gisborough Priory follow the signposts for Cleveland Street, between the Priory and Prior Pursglove College, head eastwards crossing the A171 and fields to Waterfall Farm. Follow the signs for Cleveland Street as you go alongside the Waterfall Viaduct. This brought the railway into the Margrove Valley. Here there were seven ironstone mines, the product of which went across this structure and back to Teesside. The mines opened at Aysdale Gate, Spa and Spawood between 1863 and 1865, and then at Slapewath, Stanghow (Margrove Park), South Skelton and Boosbeck in 1872. Cross the A171 near Rock Hole Quarry. Looking back from here, the ventilation chimney of Spawood Mine (1865-1931) can be seen.



Gisborough Priory

At Slapewath take the path to the left of the Fox and Hounds public house and follow a path that was formerly a railway line. Here there are views of Birk Brow, Margrove Park as well as South Skelton Mine (1872-1954). Continue along the valley to Boosbeck. Here the community expanded considerably with the opening up of the mine (1872-1889), where houses were built for miners by Christopher Jackson and others.

At Boosbeck, turn left (north) uphill to Priestcrofts (before Skelton Green), turn right (east) going through the gate and across fields to Stanghow Road, crossing the road at the bridge.

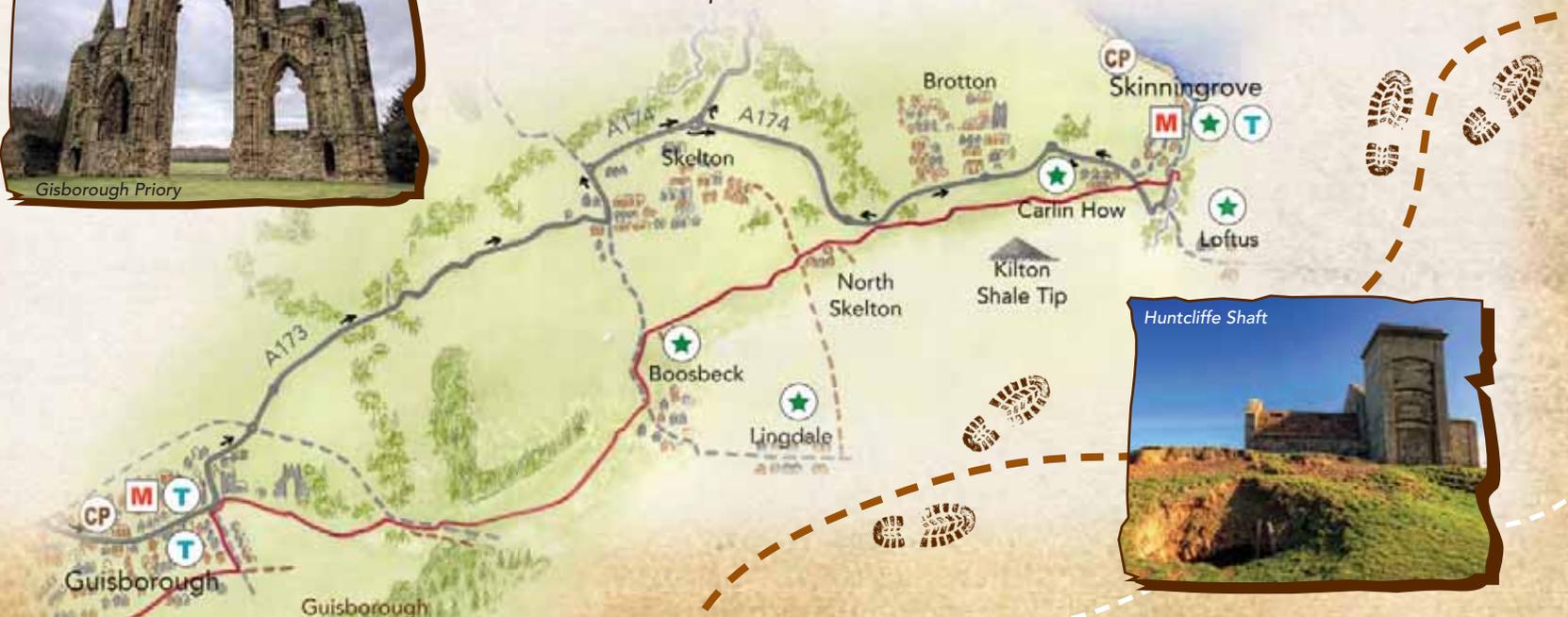


Boosbeck

Follow the holloway (an ancient sunken track created by hundreds of years of erosion) which leads to North Skelton. Here the last mine in the Cleveland Ironstone field closed in 1964. Go through the village, after the second bridge take the footpath on the right to Lumpsey Mine (1881-1954). These remains are now much vandalised but the winder survives. Cross the railway lines (with care) and continue uphill.

From the top of the hill, Kilton Mine, symbolised by its shale tip, is visible in the distance. This mine opened in 1871 and was the penultimate mine to close in 1963. Continue across the fields, cross Kilton Thorpe Lane and head towards Carlin How. At this point, looking north to the coast, a Guibal Fanhouse can be seen on the cliffs (the building looks like a chapel). This was built to introduce a fresh air supply to Huntcliffe Mine (1872-1906). At Carlin How there was a mine (1873-1946 – no visible remains).

Cross the road at the traffic lights and go down the footpath beside the chapel. This leads to Loftus Ironstone Mine (1865-1958), now the Cleveland Ironstone Mining Museum. At the bottom of the steps beside the road is a brick ventilation shaft from the mine.



Huntcliffe Shaft

## **This trail links the two sites, Eston and Skinningrove that founded the ironstone industry in Redcar & Cleveland.**



Other trails, established by community and history groups (*marked with an asterisk\**) celebrate the ironstone heritage of the area. These are Eston Residents Association\*, Normanby History Group, Pinchinthorpe Visitor Centre\*, Lingdale Liftoff\*, Friends of Errington Woods\*, Skinningrove History Group\* and "Loftus Legacy (*planning a trail\**)".

Other history groups celebrate the diverse heritage of the Borough in Guisborough Town Museum, Winkies Castle in Marske, Cleveland Ironstone Mining Museum in Skinningrove, Gisborough Priory Project, Zetland Lifeboat Museum in Redcar and a fledgling history group in Skelton.



### **For further information**

[www.visitredcarandcleveland.co.uk](http://www.visitredcarandcleveland.co.uk)

[www.facebook.com/redcarandclevelandtourism](https://www.facebook.com/redcarandclevelandtourism)

[www.twitter.com/visit\\_redcar](https://www.twitter.com/visit_redcar)

Redcar Tourist Information Centre (01642) 471921

Guisborough Tourist Information Centre (01287) 633801



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