

# Warren Moor Mine

A short but steep adventure to discover a remarkably well preserved ironstone mine and chimney

## Getting here

Take the train to Kildale - [eskvalleyrailway.co.uk](http://eskvalleyrailway.co.uk)

## Length

3¼ miles (5km)

## Time

2 hours

## Start/finish

Kildale Station YO21 2RH

NZ 604 095

## Map

Ordnance Survey OL26

## Refreshments

Glebe Cottage Tea Room

## Toilets

Kildale Station

## Suitability



Road and bridleway walking, good quality paths and grass track, but steep climbs and descents in places. The route can also be followed on a mountain bike.



Route unsuitable for most wheelchairs due to steep slope and uneven ground, but may be suitable for experienced Trampers.



Please keep dogs on a short fixed lead at all times to protect ground-nesting birds, wildlife and sheep.

**1** From Kildale Station car park walk up the stone track and turn left along the road towards the village.

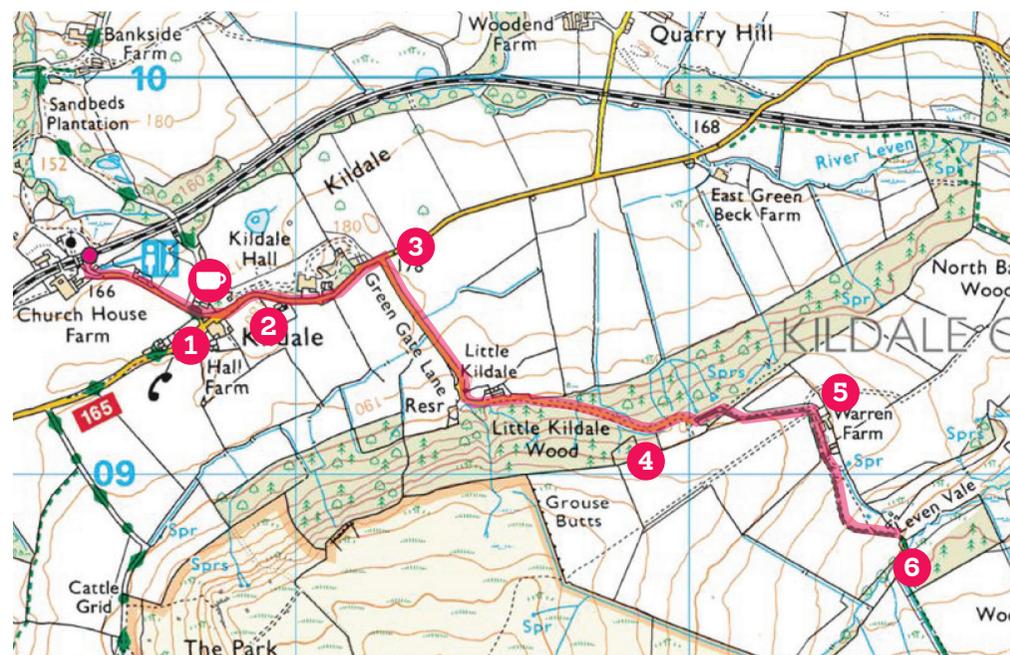
**2** At the triangle junction fork left towards Commondale and Castleton.

**3** Follow the footpath alongside Kildale Hall for 500m until a turning on the right to Little Kildale. Take this turning and start climbing towards the woodland.

**4** Follow the road up the steep climb into the woodland until it turns to a stone track bridleway. Keep on the main track until you come out of the woodland at the top of the hill.

**5** Turn right before the farmhouse and go through the gate, looking out across the valley, with the top of the chimney coming into view for the first time.

**6** Follow the track down the hill until you arrive at the mine site entrance. After exploring the site retrace your steps to the village.



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# Exploring Warren Moor Mine

When it was first surveyed in 1857, the ironstone at this site was deemed of poor quality and Bell Brothers, who sunk the boreholes, heeded the warning and walked away. However, in 1864 Mr John Watson took an interest in the area, raised funds in London and formed the Lonsdale Vale Iron Co. Ltd, which began mining in 1865. By February 1867 the Company was in financial difficulties and by June 1868 John Watson was bankrupt, leaving the shafts and workings incomplete. In 1872 a new company tried mining here, but by 1874 it too had gone into liquidation. Several other attempts failed over the years, and mining never resumed on this site, leaving the works – and mighty chimney – as reminders of a failed Victorian venture.

Please be careful around structures and steep drops, and do not drop your possessions down the mine shafts

## 1 Drifts

There are two workable seams of ironstone – the top seam, which outcrops on the bracken-covered hillside immediately above the mine, and the main seam, which is around 200ft below the mine surface. John Watson began mining the top seam straight away, using drift mines that go horizontally into the hillside. You can still see the hollows from the collapsed entrances on the hillside.

## 2 Chimney

Built to serve the boilers and ventilate the shafts as they were sunk.

## 3 Boiler house

Alongside the chimney – built to house two large metal boilers, around 20ft long.

## 4 Downcast shaft

Clean air was drawn down this shaft (and back out the upcast shaft). Intended to be the main shaft, it was abandoned at 150 feet deep before reaching the main seam.

## 10 Winding engine bed

Huge stone plinths supported a horizontal winding engine for raising ironstone, as well as lowering men and materials. Notice the grooves created for the gear and holes drilled right through the structure for massive holding-down bolts.

## 5 Engine bed

An engine raised and lowered men and equipment in the upcast shaft and operated the water pumps. The size of this stone construction and the bolts that remain give you some idea of its size.

## 6 Plateau

Notice how the mine site was artificially levelled by digging into the valley side and tipping spoil from the shafts to the lower edge.

## 7 Underground vault

Connected the pumping engine to the shaft.

## 8 Rail embankment

The rail connection to the shaft mine plateau was never completed – notice the gap in the embankment between the plateau and railway coming up the valley.

## 9 Upcast shaft

At 220ft deep, this reached the main seam and went a little lower to create a sump for water. Air would have been drawn up this shaft by connecting a flue to the boiler chimney. At the same time, water would have been pumped up this shaft and drained into the beck in the valley bottom.

