

## EDGEHILL LIGHT RAILWAY IN IMAGES



Photo by David Burge taken about 1955

Photograph showing Camp Lane Bridge with steel plate girder and brick abutments and parapets. Taken looking towards the north, standing next to the wheel pit that contained three brake wheels set with vertical axles. The three top bearings for these axles and remains of three tracks can be seen. In use, the pit was covered by timber beams and planks.

The bridge was demolished soon after the photograph was taken and the gap filled in. Rumour has it that only the parapets were removed and the bridge is still there, under the present road. It is assumed the wheels were removed at the same time. The pit is probably still there, full of soil.



Photograph by Andrew Baxter. 2013

Rescued 2ft narrow gauge tipper truck with roller bearing boxes by Hudson's of Leeds. The rescued truck shows an end frame, with latch to hold and release the hopper. Tipper trucks were used for the removal of the 4 ft or so of red soil over-burden in advance of the quarrying of the ironstone rock. The ironstone stratum is about 20 ft thick on this part of the Edge Hill escarpment.

The soil over-burden was taken back towards the Camp Lane Bridge and then tipped on the eastern side to form an embankment to take the spur track to Nadbury Camp. This ancient site was to be quarried away and the track then extended towards Warmington.



Photograph by Andrew Baxter 2013

Remains of the linesman's hut at the top of the incline. The brickwork shows one bracket that held the rods that worked the points. The brickwork formed a small square room at ground level, and only the back wall remains. The hut was set on top of this brick room.



Photograph by Andrew Baxter 2013

Points at the top of the incline. The track was standard gauge as for main line railways.



Photo by Andrew Baxter 2013

The railway on the incline was rope operated. Loaded trucks going down the incline pulled empty trucks up the incline. The steel wire rope was guided by rollers. One still remains on site.



Photograph by David Burge about 1955

These are the remains of the line from the quarry face towards the incline. Camp Lane bridge can just be seen on the left. The houses on Camp Lane can be seen on the horizon and the spur towards Nadbury Camp is on the right. The points are set for Nadbury Camp which might indicate the last task for the EHLR was tipping spoil to form the embankment - or possibly not. It is more likely that Ratley boys threw the points for fun.



Photograph by David Burge about 1955

This was the view from Camp Lane Bridge looking north towards the incline. It was a very deep cutting that is completely overgrown now. The remains of the linesman's hut can be seen on the left. The telegraph poles were for communication between the brake man on the top wheels, the linesman here and the other linesmen further down. Three tracks can be seen, they are the same ones that passed over the wheel pit.

Once the loaded wagons were ready to roll, which were positioned close to this linesman's hut, the linesman here would have sent over the phones a command such as "all clear above and below?" and only when a satisfactory response was received from all parties, the iron stop blocks were rotated away from the wheels of the first wagon and then the brakesman eased on the brakes at the wheel pit. It is probable that a hooter sounded as well as a warning.



Photograph by Andrew Baxter Winter 2014

This shows the embankment for the Nadbury Camp spur. It can just be seen through the trees at the bottom of the slope. It was formed from the waste overburden on top of the ironstone stratum. It still had a long way to go. A survey needs to be undertaken to see if it is up to its final height, which it probably is not, as Nadbury Camp is at the same level as the photographer.